NACOmatic

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Contact:

Doug Ranz 248-318-0011 NACOmatic@hotmail.com

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ISO

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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS ALBEMARLE, NC STANLY COUNTYILS Rwy 22L1 NDB or GPS Rwv 22L2 NA when control tower closed. ¹ILS, Categories B,C, 800-2; Category D, 800-21/4. LOC, Category D, 800-21/4. ²Category D, 800-21/4. ANDERSON, SC ANDERSON RGNL ILS or LOC Rwy 5 RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 17 RNAV (GPS) Rwv 23 RNAV (GPS) Rwy 35 VOR Rwy 5 NA when local weather not available.

ASHEVILLE, NC

ASHEVILLE RGNLILS or LOC Rwy 16¹²
ILS or LOC Rwy 34¹²
RNAV (GPS) Rwy 16³⁴
RNAV (GPS) Rwy 34³⁵
RADAR-1, 900-2³⁴

 $^2\text{ILS},$ Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.

³NA when local weather not available.

¹NA when control tower closed.

⁴Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

⁵Categories A,B, 1000-2, Categories C, D, 1000-3.

BARNWELL, SC

BURLINGTON, NC

BURLINGTON-ALAMANCE

RGNL RNAV (GPS) Rwy 6
NA when local weather not available.
Category D, 800-21/4.

NAME

ALTERNATE MINIMUMS

CHARLESTON, SC

CHARLESTON AFB/INTL . ILS or LOC Rwy 15¹
ILS or LOC Rwy 33¹
RNAV (GPS) Rwy 3²
RNAV (GPS) Rwy 15²
RNAV (GPS) Rwy 21²
RNAV (GPS) Rwy 21²
RNAV (GPS) Rwy 33²
VOR/DME or TACAN Rwy 3³
VOR/DME or TACAN Rwy 21³

¹ILS, Category E, 700-2½. LOC, Category E, 800-2½.

²Category E, 800-2½. ³Category E, NA.

CHARLESTON

EXECUTIVE......ILS or LOC Rwy 9
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR-A

NA when local weather not available.

CHARLOTTE, NC

CHARLOTTE/DOUGLAS

INTLILS or LOC Rwy 23 ILS, Categories A,B,C,D, 700-2.

CLEMSON, SC

OCONEE COUNTY RGNL.. RNAV (GPS) Rwy 7 RNAV (GPS) Rwy 25

NA when local weather not available.

CLINTON, NC

SAMPSON COUNTY........ RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR/DME-A

NA when local weather not available.

NAME

NAME

ALTERNATE MINS



ALTERNATE MINIMUMS

NAIVIE	ALTERNATE MIMIMUMS	NAIVIE	AL I ERINA I E IVIINIIVIUVIO
COLUMBIA, SC		FAYETTEVILLE, NO	;
COLUMBIA		FAYETTEVILLE RGNI	L/
METROPOLITAN	ILS or LOC Rwy 51	GRANNIS FIELD	LOC BC Rwy 221
	ILS or LOC Rwy 112		RNAV (GPS) Rwy 4
	ILS or LOC Rwy 29 ²		RNAV (GPS) Rwy 22
¹ ILS, Categories A	,B, 800-2; Category C, 800-		VOR Rwy 22
21/4; Category D,	800-21/2. LOC, Category C	NA when local weath	er not available.
800-21/4; Category	/ D, 800-2½.	¹ NA when control tow	er closed.
² ILS, Categories C	, D, 700-2.		
		FLORENCE, SC	
CONCORD, NC		FLORENCE RGNL	ILS or LOC Rwy 912
CONCORD RGNL .	ILS or LOC Rwy 201		RNAV (GPS) Rwy 1
	RNAV (GPS) Rwy 2 ²		RNAV (GPS) Rwy 9
	RNAV (GPS) Rwy 20 ²		RNAV (GPS) Rwy 19
Category D, 800-2			RNAV (GPS) Rwy 27
¹ NA when control to			VOR or TACAN-A
² NA when local we	ather not available.	NA when local weath	
OUDDITUOK NO			,C, 700-2; Category D,
CURRITUCK, NC		700-2¼. LOC, Cate	
CURRITUCK		² NA when control tow	er closed.
COUNTY RGNL	RNAV (GPS) Rwy 5	EDANIZI IN NO	
	RNAV (GPS) Rwy 23	FRANKLIN, NC	
NA when local wea	ther not available.		RNAV (GPS)-A
DARLINGTON CO		NA when local weath	
DARLINGTON, SC		Categories A, B, 160	0-2; Category C, 1800-3.
DARLINGTON COL	JN I Y PNAV (GPS) Pwn/ 5	GASTONIA NC	
		CHATICALIA NG	

JETPORT RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 23

VOR/DME-A

ALTERNATE MINIMUMS

NA when local weather not available.

EDENTON, NC

17 DEC 2009 to 14 JAN 2010

NORTHEASTERN RGNL LOC Rwy 19 RNAV (GPS) Rwy 1

RNAV (GPS) Rwy 19

NA when local weather not available.

ELIZABETH CITY, NC

ELIZABETH CITY

CG AIR STATION/RGNL . ILS or LOC Rwy 1012 RNAV (GPS) Rwy 10

NA when local weather not available. ¹ILS, Category D 700-2.

²ILS,LOC,NA when control tower closed.

ERWIN, NC

HARNETT

RGNL JETPORT LOC/DME Rwy 5 RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 23

NA when local weather not available.

GASTONIA, NC

GASTONIA MUNI RNAV (GPS) Rwy 21 NA when local weather not available.

GOLDSBORO.NC

GOLDSBORO-

WAYNE MUNI RNAV (GPS) Rwy 5

RNAV (GPS) Rwy 23

VOR-A

NA when local weather not available.

GREENSBORO, NC

PIEDMONT TRIAD INTL ... RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32

NA when local weather not available.

GREENVILLE, NC

PITT-GREENVILLE RNAV (GPS) Rwy 8 RNAV (GPS) Rwy 20 RNAV (GPS) Rwy 26

NA when local weather not available.

ALBERT J ELLIS ILS or LOC Rwy 5

ALTERNATE MINIMUMS

RNAV (GPS) Rwy 5

RNAV (GPS) Rwv 24

RNAV (GPS) Rwy 23

RNAV (GPS) Rwy 23 VOR/DME-A

RNAV (GPS) Rwy 23

RNAV (GPS) Rwy 21

ILS or LOC Rwy 36

VOR/DME-A1



09351 NAME ALTERNATE MINIMUMS

GREENVILLE.SC DONALDSON CENTER ILS or LOC Rwv 5 NA when local weather not available.

NA when control tower closed

GREENVILLE

DOWNTOWN ILS or LOC Rwy 1123 RNAV (GPS) Rwv 124

RNAV (GPS) Rwv 1024 RNAV (GPS) Rwy 1924 RADAR-114

¹NA when control tower closed ²NA when local weather not available. 3ILS, Category D. 700-2, LOC, Category D.

800-21/4.

4Category D, 800-21/4.

GREENWOOD, SC GREENWOOD

COUNTY NDB or GPS Rwy 27

VOR OR GPS Rwy 9 VOR Rwv 27 NA when local weather not available.

GREER.SC GREENVILLE-SPARTANBURG

INTL-ROGER MILLIKEN ILS or LOC Rwy 4 RADAR-1 RNAV (GPS) Rwy 4

RNAV (GPS) Rwy 22 NA when local weather not available.

JACKSONVILLE, NC ALBERT J ELLIS ILS or LOC Rwy 5 RNAV (GPS) Rwy 5 NA when local weather not available.

JEFFERSON, NC

Categories A, B, 1100-2; Category C, 1100-3; Category D, 1500-3. NA when local weather not available.

ASHE COUNTY RNAV (GPS) Rwy 28

KINGSTREE, SC WILLIAMSBURG RGNL RNAV (GPS) Rwy 32 NA when local weather not available.

Category D, 1000-3.

KINSTON RGNL JETPORT AT

KINSTON, NC

STALLINGS FIELD ILS Rwy 512 RNAV (GPS) Rwy 53

¹NA when control tower closed. ²Category D, 700-2. ³NA when local weather not available.

RNAV (GPS) Rwy 233 VOR Rwy 231

NAME

E3

NA when local weather not available.

LANCASTER. SC LANCASTER COUNTY-

JACKSONVILLE. NC

MC WHIRTER FIELD RNAV (GPS) Rwv 6

NA when local weather not available. ¹Categories A. B. 900-2: Category C. 900-21/2: Category D, 900-234.

LINCOLNTON, NC LINCOLNTON-LINCOLN

COUNTY RGNL RNAV (GPS) Rwy 5

NA when local weather not available.

LOUISBURG. NC FRANKLIN COUNTY RNAV (GPS) Rwy 5

NA when local weather not available. MONROE.NC

CHARLOTTE-MONROE EXECUTIVE RNAV (GPS) Rwy 5 NA when local weather not available.

MORGANTON, NC FOOTHILLS RGNL RNAV (GPS) Rwy 3

NA when local weather not available.

MYRTLE BEACH, SC

ILS, Category D, 700-2. ¹NA when local weather not available.

NEW BERN, NC

COASTAL CAROLINA

RGNL RNAV (GPS) Rwy 4

RNAV (GPS) Rwy 22

MYRTLE BEACH INTL ILS or LOC Rwy 181

VOR Rwy 4 VOR Rwy 22

NA when local weather not available.





51	
NAME ALTERNATE MINIMUMS NEWBERRY,SC	NAME ALTERNATE MINIMUMS ROANOKERAPIDS, NC
NEWBERRY COUNTY NDB Rwy 22 RNAV (GPS) Rwy 4	RGNL RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 22 NA when local weather not available.	RNAV (GPS) Rwy 20 VOR/DME Rwy 2 NA when local weather not available.
NORTH MYRTLE BEACH, SC	TVA WHEIT local weather flot available.
GRAND STRANDILS Rwy 23¹ VOR Rwy 5	
VOR Rwy 23 ²	
NA when control tower closed. 1ILS, Category D, 700-21/4. LOC, Category D, 800-21/4.	RNAV (GPS) Rwy 20 NA when local weather not available.
² Category D, 800-2 ¹ / ₄ .	ROCKY MOUNT, NC
ORANGEBURG, SC	ROCKY MOUNT- WILSON RGNL RNAV (GPS) Rwy 4
ORANGEBURG MUNI NDB Rwy 5	RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 5	VOR/DMÉ Rwy 22
RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 23	
RNAV (GPS) Rwy 25 RNAV (GPS) Rwy 35	
NA when local weather not available. Category D, 800-21/4.	PERSON COUNTY RNAV (GPS) Rwy 6 RNAV (GPS) Rwy 24
OVEODD NO	NA when local weather not available.
OXFORD, NC HENDERSON-OXFORDLOC Rwy 6	RUTHERFORDTON, NC
NDB Rwy 6	RUTHERFORD CO/
RNAV (GPS) Rwy 6	
RNAV (GPS) Rwy 24 NA when local weather not available.	
RALEIGH/DURHAM.NC	SHELBY, NC SHELBY-CLEVELAND
RALEIGH-DURHAM	COUNTY RGNL NDB Rwy 231
INTLILS or LOC Rwy 5L1	RNAV (GPS) Rwy 5
ILS or LOC Rwy 5R ¹ ILS or LOC Rwy 23L ²	NA when local weather not available. Category C, 800-21/4; Category D, 800-21/2.
ILS or LOC Rwy 23L ² ILS or LOC Rwy 23R ²	
NDB Rwy 23L³	STATESVILLE, NC
VOR Rwy 32 ⁴	
¹ ILS, Category D, 700-2. ² ILS, Categories A,B, 800-2; Category C, 800-	RNAV (GPS) Rwy 28 VOR/DME Rwy 10
2¼; Category D, 800-2½. LOC, Category C, 800-2½; Category D, 800-2½.	
³ Category D, 800-21/4.	SUMTER, SC
⁴ Category C, 800-21/4; Category D, 800-21/2.	SUMTER RNAV (GPS) Rwy 5¹
REIDSVILLE, NC	RNAV (GPS) Y Rwy 23 RNAV (GPS) Z Rwy 23
ROCKINGHAM COUNTY NC	NA when local weather not available.
SHILOH NDB Rwy 31 RNAV (GPS) Rwy 13	¹Category C, 800-21/4; Category D, 800-21/2.
RNAV (GPS) Rwy 31	WADESBORO, NC
NA when local weather not available.	ANSON COUNTY RNAV (GPS) Rwy 34 NA when local weather not available.



ALTERNATE MINS



NAME	ALTERNATE MINIMUMS
WALLACE, NC	
HENDERSON FIELD Category D, 800-21/2	NDB Rwy 27

WASHINGTON, NC

WARREN FIELD RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 23 RNAV (GPS) Rwy 35

NA when local weather not available.

WHITEVILLE, NC

COLUMBUS COUNTY

MUNI NDB Rwy 6

RNAV (GPS) Rwy 6

NA when local weather not available.

WILMINGTON, NC

WILMINGTON INTL .. ILS or LOC/DME Rwy 612 ILS or LOC/DME Rwy 2412 ILS Rwy 3523

RADAR-13 RNAV (GPS) Rwy 61 RNAV (GPS) Rwy 171 RNAV (GPS) Rwy 241 RNAV (GPS) Rwy 351

¹NA when local weather not available.

²Category D, 700-2.

³NA when control tower closed.

WINSTON-SALEM, NC

SMITH REYNOLDS ILS or LOC Rwy 3312 RNAV (GPS) Rwy 1534

RNAV (GPS) Rwy 3335 VOR/DME Rwy 155

¹NA when control tower closed. ²ILS, Categories B,C, 700-2, Category D,

800-21/2. LOC, Category D, 800-21/2.

3NA when local weather not available. 4Category D, 800-21/4.

5Category D, 800-21/2.

ASHEVILLE, NC Amdt. 5A. NOV 18, 1998 (FAA) **ELEV 2165**

ASHEVILLE RGNL

RADAR- 124.65 269.575 😿 🛕

HAT/ HAT/ DA/ HATh/ DAI HATh/ RWY GS/TCH/RPI CAT MDA-VIS HAA CEIL-VIS CAT MDA-VIS HAA CEIL-VIS ASR **2800**/24 660 (700-1/2) 2800/60 660 (700-11/4) AB C D **2800**-1½ 660 (700-1½) 3000/60 835 (900-11/4) 16 Α 3000/50 835 (900-1) В 3000-23/4 835 (900-23/4) C **3000**-2½ 835 (900-2½) D CIRCLING Α 3000-1 835 (900-1) В 3000-11/4 835 (900-11/4) С **3000**-2½ 835 (900-2½) D 3000-234 835 (900-234)

Circling not authorized west of Rwv 16-34. Night circling not authorized.

BEAUFORT, SC Amdt. 3A, NOV 20, 2008 (FAA) ELEV 10 BEAUFORT COUNTY

ASR

RADAR-1 118.45 292.125 RWY GS/TCH/RPI

HAT/ HAT/ DA/ HATh/ DA/ HATh/ CAT MDA-VIS HAA CEIL-VIS CAT MDA-VIS HAA CEIL-VIS

25 ABC 440-11/4 430 (500-11/4) 500-11/4 **500**-1½ 490 (500-1½) CIRCLING AB 490 (500-11/4) С

Use Beaufort MCAS/Merritt Field altimeter setting. When Beaufort Class D not in effect, procedure NA.

BEAUFORT MCAS (KNBC), (MERRITT FLD) SC (08325 USN)

RADAR -	(E) 123.7x	298.875x 317.775x 3	323.275x 372	.0x 379.275		
				DH/	HAT/ HATh/	
	<u>RWY</u>	GS/TCH/RPI	CAT	MDA-VIS	<u>HAA</u>	CEIL-VIS
PAR ¹	23 ²⁵	3.0°/44/821	ABCDE	116-1/4	100	(100-1/4)
	32	3.0°/40/771	ABCDE	125-1/2	100	(100-1/2)
	14	3.0°/40/768	ABCDE	132-1/2	100	(100-1/2)
	5 ²⁵	3.0°/38/779	ABCDE	137-1/4	100	(100-1/4)
PAR ¹						, ,
W/O GS	234		ABCDE	320-¾	304	(300-3/4)
	5⁴		ABCDE	360-1	323	(400-1)
	14		ABCDE	380-11/4	348	(400-11/4)
	32 ⁶		ABCDE	380-11/4	355	(400-11/4)
ASR	23³		AB	360-1/2	344	(400-1/2)
			CDE	360-¾	344	(400-3/4)
	5 ⁷		AB	440-¾	403	(500-3/4)
			CD	440-1	403	(500-1)
			E	440-11/4	403	(500-11/4)
	14		ABC	420-1	388	(400-1)
			DE	420-11/4	388	(400-11/4)
	32		AB	520-1	495	(500-1)

С

D

F

AB

С

D

F

С

D

AB

520-11/4

520-11/2

520-13/4

500-11/4

500-11/2

720-21/2

520-11/4

520-11/2

600-2

600-2

495

495

495

463

463

563

683

483

483

563

E 720-2½ 683 (700-2½)

¹No-NOTAM MP 1200-2000Z++ Sat. ²When ALS inop, increase vis CAT ABCDE to ½ mile.
³When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1½ miles.
⁴When ALS inop, increase vis CAT ABCDE to 1½ miles.
⁵CAUTION: PAR and VGSI not coincident.
⁵Cross 2 NM from touchdown, 600 min alt.
¬When ALS inop, increase vis CAT AB to 1 mile,CAT CD to 1½ miles.CAT E to 1½ miles.

BOGUE MCALF (KNJM), NC (07270 USA)

CIR

5, 14, 23

32

ELEV 22

(500-11/4)

 $(500-1\frac{1}{2})$

 $(500-1\frac{3}{4})$

 $(500-1\frac{1}{4})$

 $(500-1\frac{1}{2})$

 $(700-2\frac{1}{2})$

(500-11/4)

 $(500-1\frac{1}{2})$

(600-2)

(600-2)

ELEV 37

RADAR ¹ - (E) 328.4 119.5x 361.2x 341.3x 336.4x 336.5x 363.6x ▼

					HAT/	
				DH/	HATh/	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS
PAR	23 ²	3.0°/37/706	ABCDE	271-1	250	(300-1)

¹RADAR svc avbl by PPR only, during sked field hrs, ctc ATC DSN 582-0697, C252-466-0697 for PPR. ²CAUTION: 20:1 visual area penetrated. Procedure NA at night.

CHERRY POINT MCAS (KNKT), (CUNNINGHAM FLD) NC(09239 USN) ELEV 29

RADAR - (E) 118.35x 120.15x 275.6x 299.6x 305.2x 314.8x 320.4x 337.2x 348.0x ▼
HAT/

				DH/	HATh/	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS
PAR	32L ^{1 3}	3.0°/36/668	ABCDE	126-1/4	100	(100-1/4)
	23R	3.0°/55/1051	AB	273-¾	250	(300-3/4)
			CDE	273-1	250	(300-1)
	14L³	3.0°/40/763	ABCDE	126-1/2	100	(100-1/2)
	5R³	3.0°/39/733	ABCDE	127-1/2	100	(100-1/2)
ASR	32L ²		AB	340-1/2	314	(400-1/2)
			CDE	340-3/4	314	(400-3/4)
	23R⁴		ABCDE	360-1	337	(400-1)
	5R		AB	440-1	413	(500-1)
			CD	440-11/4	413	(500-11/4)
			E	440-11/2	413	(500-1½)
	14L		AB	440-1	414	(500-1)
			С	440-11/4	414	(500-11/4)
			DE	440-11/2	414	(500-1½)
CIR	All Rwys		AB	520-1	491	(500-1)
	•		С	540-11/2	511	(600-1½)
			DE	580-2	551	(600-2)

¹When ALS inop, increase vis CAT ABCDE to ½ mile. ²When ALS inop, increase vis CAT ABCDE to 1 mile.³CAUTION: PAR RPI and PAPI RRP are not coincident. ⁴When ALS inop, increase vis CAT ABCD to 1 mile, CAT E to 1½ miles.

COLUMBIA. SC Amdt. 12. SEP 24. 2009 (FAA) ELEV 236

ΗΔΤ/

ΗΔΤ/

HAT/

ELEV 146

COLUMBIA METROPOLITAN

RADAR- 133.4 285.6 124.15 338.2 \(\overline{V} \)

				11/1/1/			11/1/1/
			DA/	HATh/		DA/	HATh/
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA CEIL-VIS	CAT	MDA-VIS	HAA CEIL-VIS
ASR	5	AB	700/24	472 (500-1/2)	С	700 /40	472 (500-3/4)
		D	700 /50	472 (500-1)			
	11	AB	680 /24	444 (500-1/2)	С	680 /40	444 (500-3/4)
		D	680 /50	444 (500-1)			
	29	AB	720 /24	493 (500-1/2)	С	720 /40	493 (500-3/4)
		D	720 /50	493 (500-1)			
	23	AB	680 /50	467 (500-1)	С	680 /60	467 (500-11/4)
		D	680-11/2	467 (600-11/2)			
CIRCLING	G	AB	740 -1	504 (600-1)	С	840-134	604 (700-13/4)
		D	880 -2	644 (700-2)			

LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

COLUMBIA, SC Amdt. 2, OCT 22, 2009 (FAA) **ELEV 193** JIM HAMILTON L.B. OWENS

RADAR-1 133.4 **▼** ∧NA

CIRCLING**

			DAI	TAIII/		DAI	TAIN/	
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA CEIL-VIS	CAT	MDA-VIS	HAA CEIL-VIS	;
ASR	31	AB	720-11/4	535 (600-11/4)	С	720 -1½	535 (600-11/2)	
		D	720-13/4	535 (600-13/4)				
CIRCLING	3	NA						
Use Colum	ıbia Metropolitan altime	ter setti	ng. Visibility	reduction by helicopte	rs NA.			

HAT/

Lost Communications (All Rwys): As directed by ATC on initial contact.

FLORENCE, SC AMDT 1, MAR 12, 2009 (FAA) FLORENCE RGNL

RADAR-1 118 6 341 7 135 25 316 15 ₩ Λ NA

			· • • • • • • • • • • • • • • • • • • •					
			DA/	HAT/ HATh/		DA/	HAT/ HAT	
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	1	ABC	480 -1	346 (400-1)	D	480-11/4	346	(400-11/4)
	9*	AB	680-1/2	534 (600-1/2)	С	680 -1	534	(600-1)
		D	680-11/4	534 (600-11/4)				
	19**	AB	860 -1	717 (800-1)	С	860 -2	717	(800-2)
		D	860-21/4	717 (800-21/4)				
	27	AB	560 -1	421 (500-1)	CD	560-11/4	421	(500-11/4)
CIRCLIN	IG	AB	640 -1	494 (500-1)	С	640-11/2	494	(500-11/2)
		D	740 -2	594 (600-2)				
CIRCLIN	IG*	AB	680 -1	534 (600-1)	С	680-11/2	534	(600-11/2)
		D	740 -2	594 (600-2)				

860-2¼ 714 (800-2¼)

714 (800-1)

860-2

714 (800-2)

860-1

AB

D

GREENVILLE. SC Amdt. 13A. SEP 25. 2008 (FAA)

ELEV 1048

HAT/

GREENVILLE DOWNTOWN RADAR- 118.8 385.4 \(\overline{V} \)

DAI HATh/ DAI HATh/ RWY GS/TCH/RPI MDA-VIS HAA CEIL-VIS CAT MDA-VIS HAA CEIL-VIS CAT **1480**-1½ 465 (500-1¼) ASR ABC **1480**-1¼ 465 (500-1¼) D CIRCLING AR **1620**-1¼ 572 (600-1¼) С **1620**-1% 572 (600-1%) П 1740-21/4 692 (700-21/4)

HAT/

Alternate minimums: Standard, except CAT D 800-21/4, NA when control tower closed.

GREER. SC

ASR

CIRCLING

GREENVILLE-SPARTANBURG INTL - ROGER MILLIKEN

RADAR- 118.8 385.4 🕡 🛕

RWY GS/TCH/RPI 22

4

CAT ABC

ABC

AR

D

DAI

1340/40

1420/40

1520-2

Amdt. 6. SEP 1. 2005 (FAA)

HAT/ HATh/ 376 (400-3/4)

1420-1¼ 456 (500-1¼)

MDA-VIS HAA CEIL-VIS

471 (500-3/4)

556 (600-2)

D

D

C

DAI 1340/50

1420/50

HAT/ HATh/ CAT MDA-VIS HAA CEIL-VIS

1420-11/2 456 (500-11/2)

376 (400-1)

471 (500-1)

ELEV 964

When APP CON closed, ASR NA. For inoperative MALSR, increase S-22 Category D visibility to RVR 6000.

If local altimeter setting not received use Greenville Downtown altimeter setting and increase all MDAs 40 feet.

MC ENTIRE JNGB (MMT), SC (Eastover) (Orig 09295 USAF) RADAR12 125.4 385.6 143.55 281.525 316.4x 269.05x T



ELEV 252

HAT/ DH/ HATh/ RWY GS/TCH/RPI CAT MDA-VIS HAA **CEIL-VIS** PAR³ 32 2.5°/52/1169 ABCDE 443/24 200 $(200-\frac{1}{2})$ ASR⁴ 32 AB 640-1/2 397 $(400-\frac{1}{2})$ CD 640-3/4 397 $(400-\frac{3}{4})$ Ε 640-1 397 (400-1)CIR 32 Α 588 840-1 (600-1)

В

С

approach, attempt contact with McEntire Tower on 253.5 or 132.4 and proceed VFR. If unable, proceed with TACAN/ILS/VOR/NDB approach, maintain 2000 until established on/over fix/ NAVAID/approach procedure. ²Remain within 4 NM of MMT VORTAC to avoid R-6001; if unable, expect 10 minute delay for activation. When ALS inop, increase RVR to 40 and vis to \(^3\)4 mile. 4When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 11/2 miles CAT F vis to 11/2 miles

D Ε 860-1 880-13/4 880-2 1020-23/4

 $(700-1\frac{3}{4})$ (700-2) $(800-2\frac{3}{4})$ 1lf no transmissions are received for one minute in the pattern or five/fifteen seconds on final

(700-1)

NEW BERN, NC Amdt. 2B. JUL 2, 2009 (FAA)

ELEV 19

COASTAL CAROLINA RGNL

RADAR- 119.35 374.9 😿

			DA/	HAT/		D.4.	HAT/
	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HATh <i>l</i> HAA CEIL-VIS	CAT	DA/ MDA-VIS	HATh <i>l</i> HAA CEIL-VIS
ASR	4	ABC	400 -1	383 (400-1)	D	400-11/4	383 (400-11/4)
	22	AB	540 -1	525 (600-1)	С	540 -1½	525 (600-11/2)
		D	540-13/4	525 (600-13/4)			
CIRCLING	3	AB	560 -1	541 (600-1)	С	560-11/2	541 (600-11/2)
		D	580 -2	561 (600-2)			

When Cherry Point MCAS control zone not in effect: 1. Procedure not authorized. 2. Alternate minimums not authorize

NEW RIVER MCAS (KNCA), (MC CUTCHEON FLD) NC (Jacksonville) (08325 USN) RADAR - (U) 118.575 132.2 279.575 289.4 308.4 346.325 350.225 353.875 ELEV 26

				DH/	HAT/ HATh/	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS
PAR	1 ¹	3.0°/45/877	ABCD	124-1/4	100	(100-1/4)
	5 ¹	3.0°/35/646	ABCD	126-1/4	100	(100-1/4)
	19	3.0°/41/750	ABCD	123-1/2	100	(100-1/2)
	23	3.0°/36/655	ABCD	125-1/2	100	(100-1/2)
PAR						
W/O GS	5 ²		ABCD	400-1	374	(400-1)
	1 ²		ABCD	400-1	376	(400-1)
	23		ABCD	420-11/4	395	(400-11/4)
	19		ABCD	420-11/4	397	(400-11/4)
ASR	5³		ABC	380-¾	354	(400-3/4)
			D	380-1	354	(400-1)
	23		AB	440-1	415	(500-1)
			CD	440-11/4	415	(500-11/4)
	19		AB	440-1	417	(500-1)
			CD	440-11/4	417	(500-11/4)
CIR ASR	All Rwy		AB	500-1	474	(500-1)
			С	500-11/2	474	(500-1½)
			D	580-2	554	(600-2)
CIR PAR						
W/O GS	All Rwy		AB	500-11/4	474	(500-11/4)
			С	500-11/2	474	(500-1½)
			D	580-2	554	(600-2)

¹When ALS inop, increase vis to ½ mile. 2When ALS inop, increase vis CAT ABCD to 1½ miles.

³When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 11/4 miles.

SIMMONS AAF (KFBG), NC (Fort Bragg) (08353 USA)

ELEV 244

CEIL-VIS

(200-1/2)

NA

HAT/

NA

RADAR¹ - (E) 120.8 124.2 257.65 284.675 🔻

					THI!	
				DH/	HATh/	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	<u>HAA</u>	
PAR	27	3.0°/36/628	ABC	428-1/2	200	

¹Opr 1200-0400Z++ Mon-Fri, clsd hol. No-NOTAM preventive maint 1800-1900Z++ Fri.

WILMINGTON, NC

Amdt. 6C, NOV 20, 2008 (FAA)

D

NA

ELEV 32

WILMINGTON INTL

RADAR- 118.25 135.75 284.65 346.35 🔻 🛕

			DA/	HAT/ HATh/			DA/	HAT/ HATh/	
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA C	EIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	17	ABC	460-11/4	428 (5	500-11/4)	D	460-11/2	428	(500-11/2)
	24	ABC	460-11/4	433 (5	500-11/4)	D	460-11/2	433	(500-11/2)
		ABC	480-11/4	451 (5	500-1¼)	D	480 -1½	451	(500-11/2)
	35	AB	540 /40	509 (6	300-3/4)	CD	540 /50	509	(600-1)
CIRCLING		AB	540-11/4	508 (6	300-11/4)	С	540-11/2	508	(600-11/2)
		D	640 -2	608 (7	700-2)				

When control tower closed procedure not authorized.

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

INSTRUMENT APPROACH PROCEDURE CHARTS

FIFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSI

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military takeoff minima, refer to appropriate service directives.

NAME

TAKE-OFF MINIMUMS

AIKEN. SC

AIKEN MUNI (AIK) AMDT 1 08045 (FAA)

TAKE-OFF MINIMUMS: Rwy 1,200-114 or std. w/min. climb of 220' per NM to 800, or alternatively, with std. takeoff min, and a normal 200' NM climb gradient, takeoff must occur no later than 1400' prior to departure end of

DEPARTURE PROCEDURE: Rwy 19, climb heading 186° to 1100 before turning west.

NOTE: Rwy 1, terrain 74' from departure end of runway, 9' left of centerline, 496' MSL, Numerous trees beginning 169' from departure end of runway, 35' left of centerline, up to 100' AGL/659' MSL. Tree 6,023' from departure end of runway, 1,609' left of centerline, up to 100' AGL/ 649' MSL. Terrain beginning 75' from departure end of runway, 246' right of centerline up to 496' MSL. Numerous trees beginning 1322' from departure end of runway, 241' right of centerline, up to 100' AGL/609' MSL. Rwy 7, terrain beginning 51' from departure end of runway, 207' right of centerline up to 499' MSL. Numerous trees beginning 1230' from departure end of runway, 550' right of centerline, up to 100' AGL/609' MSL. Numerous trees beginning 1601' from departure end of runway, 731' left of centerline, up to 56' AGL/563'

NAME

AIKEN MUNI (CON'T)

Rwy 19, numerous trees beginning at departure end of runway, 110' right of centerline, up to 100' AGL/629' MSL. numerous trees beginning 6' from departure end of runway, 82' left of centerline, up to 100' AGL/639' MSL. Rwy 25, tree 1244' from departure end of runway, 766' right of centerline, 73' AGL/572' MSL. Tree 1506' from departure end of runway, 661' left of centerline, 72' AGL/561'MSL.

TAKE-OFF MINIMUMS

ALBEMARLE, NC

STANLY COUNTY (VUJ) ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: Rwys 4L, 22R, NA-VFR runway, Rwy 4R, 300-11/2 or std, w/min, climb of 297' per NM to 1000.

NOTE: Rwy 4R, trees 1.25 NM from DER, 2078' left of centerline, 100' AGL/859' MSL. Powerlines 1.1 NM from DER left to right of centerline 78' AGL/799' MSL. Rwy 22L, multiple trees beginning 196' from DER, 249' right of centerline, 100' AGL/709' MSL. Multiple trees beginning 847' from DER, 648' left of centerline, 100' AGL/699' MSL.

MSL.

$\overline{f V}$ TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ANDERSON SC ANDERSON RGNI

NOTES: Rwy 5, multiple trees beginning 1282' from departure end of runway 172' right of centerline up to 93' AGL/879' MSL. Multiple trees beginning 85' from departure end of runway, 299' left of centerline, up to 89'AGL/878' MSL. Rwv 17. multiple trees beginning 1017' from departure end of runway, 25' right of centerline up to 73' AGL/800' MSL. Multiple trees beginning 3' from departure end of runway, 47' left of centerline, up to 77' AGL/820' MSL, Rwv 23. transmission line tower and multiple trees beginning 1186' from departure end of runway, 552' left of centerline, up to 100' AGL/890' MSL. Rwv 35. multiple trees beginning 131' from departure end of runway, 279' right of centerline, up to 87' AGL/854' MSL. Ceilometer and tree beginning 257' from departure end of runway.

319' left of centerline, up to 73' AGL/820' MSL.

ANDREWS, NC

WESTERN CAROLINA RGNL

TAKE-OFF MINIMUMS: Rwvs 8, 26, max, 180 KIAS 3400-2, max, 210 KIAS 3400-21/2, max, 250 KIAS 3400-3. DEPARTURE PROCEDURE: Rwvs 8, 26, procedure NA at night. Remain within 3 NM of Andrews-Murphy Airport while climbing in visual conditions to cross airport westbound at or above 4900. Then climb to 7000 via heading 251° and HARRIS (HRS) VORTAC R-356 to HRS VORTAC before proceeding on course.

ANDREWS.SC

ROBERT F SWINNE

TAKE-OFF MINIMUMS: Rwv 18, 300-1, Rwv 36, 400-1. DEPARTURE PROCEDURE: Rwv s18.36, climb runway heading to 500 before turning left.

NOTE: Rwv 18. tower 165' from departure end of runway. 500' right of centerline, 118' AGL/145' MSL. Tree 630' from departure end of runway, 350' left of centerline, 87' AGL/114' MSL. Water tank 340' from departure end of runway, 1040' right of centerline, 129' AGL/156' MSL Rwv 36, tree 60' from departure end of runway, 500' left of centerline, 67' AGL/85'MSL. Tree 10' from departure end of runway, 210' right of centerline, 55' AGL/73' MSL. Tree 10' from departure end of runway, 190' left of centerline, 32' AGL/50' MSL. Tree 720' from departure end of runway, 265' right of centerline, 34' AGL/61' MSL.

ASHEBORO, NC

ASHEBORO RGNL

TAKE-OFF MINIMUMS: Rwv 3. std. with a min. climb of 230' per NM to 1200. Rwy 21, 400-2 or std. with a min. climb of 340' per NM to 1200

DEPARTURE PROCEDURE: Rwv 21. climb runwav heading to 1500 before turning southeast.

ASHEVILLE, NC

ASHEVILLE RGNL (AVL) AMDT 8 09127 (FAA)

TAKE-OFF MINIMUMS: Rwv 16. std. with a min. climb of 360' per NM to 6100, or 3300-3 for climb in visual conditions Rwv 34, std with a min_climb of 380' per NM to 5700, or 3300-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwv 16, climb direct BRA NDB, climb in holding pattern; hold South, right turns. 344° inbound to cross BRA NDBat or above 6100 before proceeding on course or for climb in visual conditions: cross Asheville Ranl Airport southbound at or above 5300 MSL direct BRA NDB before proceeding on course, NOTE: climb in visual NA at night, Rwv 34. climb direct KEANS (IM) LOM, climb in holding pattern: hold North left turns 164° inhound to cross KEANS LOMator above 7000 before proceeding on course or for climb in visual conditions: cross Asheville Ranl Airport northbound at or above 5300 MSL direct KEANS LOM before proceeding on course. Note: climb in visual NA at night

NOTE: Rwy 16, tree 207' from DER, 529' left of centerline, 100' AGL/2148' MSL, Rwv 34, tree 543' from DER, 614' left of centerline, 100' AGL/2194' MSL, Tree 81' from DER, 41' left of centerline, 100' AGL/2172' MSI

BARNWELL.SC

BARNWELL RGNI

TAKE-OFF MINIMUMS: Rwv 17. 300-21/2 or std. w/min. climb of 241' per NM to 800. DEPARTURE PROCEDURE: Rwv 17. climb heading

165° to 1100 before turning, Rwy 23, climb heading 230° to 1100 before turning south. NOTE: Rwy 5, trees beginning 1959' from departure end

of runway, 506' right of centerline, up to 100' AGL/329' MSL. Trees beginning 2458' from departure end of runway, 440' left of centerline, up to 100' AGL/359' MSL. Rwy 17, trees beginning 3225' from departure end of runway, 1092' right of centerline, up to 100'AGL/339' MSL. Tower 1.9 NM from departure end of runway, 3064' left of centerline, 366' AGL/544' MSL. Rwy 23, trees beginning 717' from departure end of runway, 237' right of centerline, up to 100' AGL/339' MSL. Trees beginning 971' from departure end of runway, 254' left of centerline, 100' AGL/349' MSL. Tree 2933' from departure end of runway, 559' left of centerline, 100' AGL/319' MSL. Rwv 35. trees beginning 948' from departure end of runway, 570' left of centerline, up to 100' AGL/349' MSL. Trees beginning 2805' from departure end of runway, 440' right of centerline, up to 100' AGL/ 359'MSL.

BEAUFORT, NC

MICHAEL J. SMITH FIELD

TAKE-OFF MINIMUMS: Rwy 21, 300-1 or std. with a min. climb of 500' per NM to 500.

NOTE: Rwy 21, tower 2831' from departure end of runway, 926' left of centerline, 162' AGL/172' MSL.

$oldsymbol{\overline{V}}$ take-off minimums and (obstacle) departure procedures

BEAUFORT, SC

BEAUFORT COUNTY DEPARTURE PROCEDURE: Rwv 7. climb runway

heading to 1700 before turning right. Rwy 25, climb runway heading to 300 before turning right. NOTE: Rwv 25. tree 1100' from departure end of runway. 70' left of centerline, 40' AGL/50' MSL. Powerline 1000' from departure end of runway on centerline 30' AGL/ 35' MSI

BENNETTSVILLE, SC

MARI BORO COUNTY JETPORT-H F AVENT FIELD (BBP)

ORIG 09155 (FAA)

NOTE: Rwv 6, trees beginning 383' from DER, 425' left of centerline, up to 100' AGL/249' MSL, Trees beginning 667' from DER, 420' right of centerline, up to 100' AGL/ 249' MSL. Rwv 24. trees beginning 653' from DER. 570' left of centerline, upt o 100' AGL/239' MSL. Trees beginning 866' from DER, 422' right of centerline, up to 100' AGI /239' MSI

BOGUE MCALF (KNJM)

SWANSBORO, NC TAKE-OFF OBSTACLES: Rwv 05. Trees, 82' MSL (60' AGL) 1253' from DER, 257' left of centerline Rwy 23. Trees. 90' MSL (70' AGL), 540' from DER. 439' right of centerline, Trees, 90' MSL (70' AGL). 540' from DER, 439' right of centerline. Trees, 90' MSL (70' AGL), 608' from DER, 54' right of centerline.

BURLINGTON.NC

BURLINGTON-ALAMANCE RGNL

DEPARTURE PROCEDURE: Rwv 6. climb runwav heading to 1200 before turning left.

CAMDEN. SC

WOODWARD FIELD

TAKE-OFF MINIMUMS: Rwy 6, 200-11/4 or std. w/min. climb of 362' per NM to 700.

NOTE: Rwv 6, light 184' from departure end of runway. 500' right of centerline, 27' AGL/316' MSL. Trees beginning 867' from departure end of runway, 113' right of centerline, up to 83' AGL/373' MSL. Trees beginning 736' from departure end of runway, 256' left of centerline, up to 100' AGL/419' MSL. Water tank 5407' from departure end of runway, 1852' left of centerline, 168' AGL/487' MSL, Rwv 14, trees and terrain beginning 90' from departure end of runway, 68' left of centerline, up to 100' AGL/409' MSL. Trees and terrain beginning 159' from departure end of runway, 148' right of centerline, up to 100' AGL/399' MSL. Rwy 24, trees beginning 137' from departure end of runway, 413' right of centerline, up to 100' AGL/338' MSL. Trees beginning 234' from departure end of runway, 389' left of centerline, up to 100' AGL/347' MSL. Rwv 32, trees beginning 3059' from departure end of runway, 455' right of centerline, up to 100' AGL/449' MSL. Tree 5066' from departure end of runway, 858' left of centerline, 100' AGL/429' MSL,

CHAPEL HILL. NC HORACE WILLIAMS

DEPARTURE PROCEDURE: Rwv9, climb heading 090° to 1400 before turning southwest Rwy 27, climb heading 270° to 2400 hefore turning south NOTE: Rwv 9, trees 1084' from departure end of runway 250' left of centerline, 82' AGL/551' MSL. Trees 785' from departure end of runway 401' right of centerline 56' AGL/520' MSL Rwy 27, trees 200' from departure end of runway 240' left of centerline 43' AGL /542' MSL

CHARLESTON, SC

CHARLESTON AFB/INTL (CHS)

AMDT 6 08045 (FAA)

NOTE: Rwv 3, multiple trees beginning 1157' from departure end of runway, 184' left of centerline, up to 77' AGI /111'MSI Electrical equipment microwave tower and multiple trees beginning 102' from departure end of runway, 58' right of centerline, up to 104' AGL/136' MSL. Rwv 15, multiple trees beginning 213' from departure end of runway, 413' left of centerline, up to 93' AGL/107' MSL, Multiple trees beginning 200' from departure end of runway, 378' right of centerline, up to 42' AGL/66' MSL. Rwv 21, multiple trees beginning 42' from departure end of runway, 142' left of centerline, up to 92' AGL/111' MSL. Multiple trees beginning 1057' from departure end of runway, 199' right of centerline, up to 95' AGL/114' MSL. Rwy 33, trees 1797' from departure end of runway, 953' right of centerline, 84' AGL/128' MSI

CHARLESTON EXECUTIVE

DEPARTURE PROCEDURE: Rwv 22, climb to 700 before turning west.

CHARLOTTE. NC

CHARLOTTE/DOUGLAS INTL (CLT)

AMDT 5 09351 (FAA)

DEPARTURE PROCEDURE: Rwv 5, climb heading 055° to 1700 before turning right, Rwv 36C, climb heading 003° to 1400 before turning left. Rwy 36L, climb heading 003° to 1800 58before turning left. NOTE: Rwy 5, trees beginning 1031' from DER, 480' left of centerline, up to 127' AGL/856' MSL, Rwv 18L, tower and pole beginning 981' from DER, 708' left of centerline, up to 160' AGL/850' MSL. Trees beginning 1235' from DER, 707' right of centerline, up to 88' AGL/ 767' MSL. Rwy 18C, trees beginning 1688' from DER, 735' left of centerline, up to 108' AGL/787' MSL. Trees beginning 3251' from DER, 995' right of centerline, up to 102' AGL/841' MSL. Rwy 23, trees beginning 3899' from DER, 216' left of centerline, up to 99' AGL/818' MSL. Trees beginning 1491' from DER, 603' right of centerline, up to 74' AGL/823' MSL. Rwy 36C, trees beginning 1937' from DER, 725' left of centerline, up to 54' AGL/823' MSL. Trees beginning 1420' from DER, 309' right of centerline, up to 114' AGL/823' MSL, Rwv 36R, pole and trees beginning 713' from DER, 416' left of centerline, up to 94' AGL/853' MSL. Railroad, antenna, poles and trees beginning 471' from DER, 93'

right of centerline, up to 93' AGL/852' MSL.

$f \overline{V}$ take-off minimums and (obstacle) departure procedures

CHERAW, SC

CHERAW MUNI/LYNCH BELLINGER FIELD NOTE: Rwv 8, multiple trees 465' from departure end of

runway 176' right of centerline up to 100' AGL /279' MSI Power lines 845' from departure end of runway 501' left of centerline, 65' AGL/243' MSL. Multiple trees 2407' from departure end of runway 11' left of centerline unto 100' AGI /279' MSI Rwy 26, trees 1089' from departure end of runway 213' left of centerline up to 100' AGI /389 MSI Trees 1467 from departure end of runway, 63' right of centerline, up to 100' AGL/379' MSL. Powerlines 2066' from departure end of runway 186' right of centerline, 65' AGL/243' MSL

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

CHERRY POINT, NC 08073

Rwv 5R.14L.23R.32L: Diverse departures not authorized

TAKE-OFF OBSTACLES: Rwv 5L: Tree, 2765' from DER, 985' left of centerline, 91' MSL: Tree, 2414' from DER, 974' left of centerline, 87' MSL: Tree. 1470' from DER 838' left of centerline 85' MSI Tree, 686' from DER, 678' left of centerline, 62' MSL: Tree, 1074' from DER, 497' left of centerline, 54' MSL: Tree, 780' from DER, 566' left of centerline, 50' MSL. Rwv 14R: Tree, 960' from DER, 727' left of centerline, 47' MSL.

CHESTER. SC

CHESTER CATAWBA RGNL (DCM) ORIG 09015 (FAA)

NOTE: Rwv 5, trees beginning 383' from departure end of runway, 180' left of centerline up to 100' AGL/719' MSL. Rwy 17, trees beginning 54' from departure end of runway, 289' left of centerline up to 100' AGL/739' MSL. Trees beginning 164' from departure end of runway, 291' right of centerline up to 100' AGL/739' MSL. Rwy 23. trees beginning 163' from departure end of runway, 379' right of centerline up to 100' AGL/729' MSL. Trees beginning 3229' from departure end of runway, 726' left of centerline up to 100' AGL/779' MSL. Rwv 35, vehicle on road 761' from departure end of runway, 684' left of centerline up to 15' AGL/734' MSL. Trees beginning 321' from departure end of runway, 684' right of centerline up to 100' AGL/761' MSL.

CLEMSON, SC

OCONEE COUNTY RGNL

DEPARTURE PROCEDURE: Rwy 25, climb heading 252° to 1900 before turning right.

NOTE: Rwy7, multiple trees beginning 25' from departure end of runway, 185' right of centerline, up to 100' AGL/923' MSL. Multiple trees beginning 35' from departure end of runway, 184' left of centerline, up to 100' AGL/912' MSL. Rwy 25, multiple trees and poles beginning 109' from departure end of runway, 2' right of centerline, up to 100' AGL/960' MSL. Multiple trees and poles beginning 123' from departure end of runway, 8' left of centerline, up to 100' AGL/973' MSL.

CLINTON, NC

SAMPSON COUNTY (CTZ) AMDT 1 09267 (FAA)

NOTE: Rwv 6, trees beginning 9' from DER 404' right

of centerline up to 65' AGL/215' MSL. Trees beginning 384' from DER, left and right of centerline, up to 125' AGL/245' MSL. Rwy 24, trees beginning 13' from DER. left and right of centerline, up to 100' AGL/219' MSL.

COLUMBIA. SC

COLUMBIA METROPOLITAN (CAF)

AMDT 1 09239 (FAA)

NOTE: Rwy 5, trees beginning 127' from DER, 128' left of centerline, up to 97' AGL/286' MSL. Trees beginning 420' from DER, 21' right of centerline, up to 74' AGL/ 283' MSL. Rwv 11. trees beginning 1896' from DER. 621' left of centerline, up to 48' AGL/277' MSL, Light pole and trees beginning 1043' from DER, 723' right of centerline, up to 69' AGL/268' MSL, Rwy 23, trees 3573' from DER, 1191' right of centerline, up to 60' AGL/ 329' MSL. Rwy 29, trees beginning 567' from DER. 535' left of centerline, up to 87' AGL/286' MSL. Trees beginning 1045' from DER, 526' right of centerline, up to 63' AGL/332' MSL.

JIM HAMILTON L.B. OWENS (CUB) AMDT 3 09323 (FAA)

TAKE-OFF MINIMUMS: Rwv 31, 600-21/2 or std. with

min. climb of 345' per NM to 1000. DEPARTURE PROCEDURE: Rwv 31.climb heading

311° to 1500 before turning Northbound. NOTE: Rwv 13, trains beginning at DER, 138' right of

centerline, up to 23' AGL/202' MSL, Trees beginning 3' from DER, 88' right of centerline, up to 106' AGL/255' MSL, Trees beginning 131' from DER, 84' left of centerline, up to 97' AGL/256' MSL. Rwy 31, trains beginning at DER, 437' left of centerline, up to 23' AGL/ 222' MSL. Buildings beginning 632' from DER, 260' right of centerline, up to 372' AGL/681' MSL, Buildings beginning 1050' from DER, 20' left of centerline, up to 50' AGL/252' MSL. Tower 2.1 NM from DER, 3510' right of centerline, 422' AGL/747' MSL.

$\overline{f V}$ TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

CONCORD, NC CONCORD RGNL (JQF)

AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: Rwv 2, 300-11/2 or std. w/min. climb of 210' per NM to 1000, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway, Rwy 20, 200-134 or std. w/min. climb of 204' per NM to 1000, or alternatively, with

standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to departure end of runway. DEPARTURE PROCEDURE: Rwv 2, climb heading 016° to 2200 before proceeding on course, Rwy 20. climbing right turn heading 290° to intercept CLT VOR/

DME R-039 outbound to 2000 before proceeding on NOTE: Rwy 2, multiple poles and trees beginning 2444' from departure end of runway, 6' left of centerline, up to 43' AGL/792' MSL. Multiple poles and trees beginning 2104' from departure end of runway, 242' right of centerline, up to 27' AGL/786' MSL. Powerline 1.3 NM

from departure end of runway, 2049' left of centerline, 164' AGL/908' MSL, Rwv 20, multiple street lights beginning 3047' from departure end of runway, 196' right of centerline, up to 105' AGL/744' MSL, Trees 1.3 NM from departure end of runway, 1581' right of centerline, up to 100' AGL/849' MSL.

CONWAY, SC

CONWAY-HORRY COUNTY

NOTE: Rwv 4, multiple trees 2307' from departure end of runway, 193' left of centerline, up to 100' AGL/134' MSL. Rwy 22, multiple trees 963' from departure end of runway, 97' right of centerline, up to 40' AGL/75' MSL.

CURRITUCK.NC

CURRITUCK COUNTY RGNL (ONX)

AMDT 1 09127 (FAA)

DEPARTURE PROCEDURE: Rwy 5, climb heading 045° to 1300 before proceeding on course. Rwy 23, climb heading 240° to 4000 before turning southbound. NOTE: Rwy 5, trees beginning 41' from DER, 166' left of centerline, up to 100' AGL/122' MSL, Tree 4058' from DER, 388' right of centerline, 100' AGL/124' MSL.

Rwy 23, trees beginning 60' from DER, 384' left of centerline, up to 100' AGL/115' MSL. Trees beginning 201' from DER, 427' right of centerline, up to 100' AGL/ 121'MSL.

DARLINGTON, SC

DARLINGTON COUNTY JETPORT

DEPARTURE PROCEDURE: Rwv 34, climb heading 343° to 900' before proceeding on course. NOTE: Rwv 5. multiple trees beginning 11' from departure end of runway, 241' left of centerline, up to 97' AGL/246' MSL. Multiple trees beginning 72' from departure end of runway, 29' right of centerline, up to 97' AGL/236' MSL. Rwv 10, multiple trees beginning 20' from departure end of runway, 358' left of centerline, up to 74' AGL/243' MSL. Multiple trees beginning 1526' from departure end of runway, 46' right of centerline, up to 100' AGL/289' MSL. Rwv 16, multiple trees beginning 70' from departure end of runway, 258' right of centerline, up to 113' AGL/292' MSL, Tree 1295' from departure end of runway, 135' left of centerline, 70' AGL/ 256' MSL. Rwy 23, antenna 18' from departure end of runway, 263' left of centerline, 9' AGL/194' MSL, Trees beginning 241' from departure end of runway, 394' left of centerline, up to 70' AGL/249' MSL. Tree 732' from departure end of runway, 427' right of centerline, 33' AGL/212' MSL. Rwy 28, multiple trees beginning 405'

DILLON, SC

DILLON COUNTY

DEPARTURE PROCEDURE: Rwvs 7.25, climb to 2200 on runway heading before turning south.

from departure end of runway, 214' left of centerline, up

runway, 46' right of centerline, 100' AGL/309' MSL,

right of centerline, 87' AGL/277' MSL.

Rwy 34, tree 2008' from departure end of runway, 273'

to 100' AGL/299' MSL. Tree 2840' from departure end of

EDENTON, NC

NORTHEASTERN RGNL (EDE) ORIG 09211 (FAA)

NOTE: Rwy 1, trees beginning 23' from DER, left and right of centerline, up to 100' AGL/117' MSL. Rwy 19, poles beginning 1038' from DER, 567' left of centerline, 37' AGL/47' MSL. Trees beginning 1258' from DER, left and right of centerline, up to 100' AGL/114' MSL.

ELIZABETH CITY. NC

ELIZABETH CITY COAST GUARD AIR STATION/RGNI

NOTE: When tethered balloon located approximately 2 NM southeast of airport is flying: Rwvs 1.10, climb runway heading to 4000 before turning south, Rwy 19. climb to 4000 via ECG R-160 before turning east. Rwy 28, climb runway heading to 4000 before turning east.

ELIZABETHTOWN, NC

CURTIS L BROWN JR FIELD (EYF) ORIG 09183 (FAA)

DEPARTURE PROCEDURE: Rwy 15, climb heading 152° to 2100 before turning left. Rwy 33, climb heading 332° to 1100 before proceeding on course.

NOTE: Rwy 15, trees beginning 368' from DER, left and right of centerline, up to 100' AGL/214' MSL. Rwy 33, vehicle on road 177' from DER, 543' right of centerline, 15' AGL/144' MSL. Trees beginning 344' from DER, left and right of centerline, up to 100' AGL/229' MSL.

$\overline{f V}$ TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ELKIN.NC FI KIN MUNI

TAKE-OFF MINIMUMS: Rwv 7, 300-1 or std. with a min. climb of 270' per NM to 1300. Rwy 25, 300-1 or std. with a min_climb of 290' per NM to 1300. DEPARTURE PROCEDURE: Rwvs 7, 25, climb to 3900

before turning north

ERWIN. NC

HARNETT RGNL JETPORT

NOTE: Rwv 5, multiple trees beginning 1529 from departure end of runway 16' left of centerline, up to 96' AGL/297 MSL. Multiple trees beginning 2775 from departure end of runway, 111' right of centerline, up to 76' AGL/282' MSL, Multiple poles beginning 303' from departure end of runway, 445' left of centerline, up to 17' AGL/239' MSL. Pole beginning 671' from departure end of runway, 610' right of centerline, up to 38' AGL/239' NOTE: Rwv 23, trees beginning 94' from departure end

of runway, 206' right of centerline, up to 64' AGL/252' MSI Trees beginning 5' from departure end of runway 296' right of centerline, up to 59' AGL/247' MSL.

FAYETTEVILLE. NC

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY) ORIG 08213 (FAA)

NOTE: Rwv 4, trees beginning 154' from departure end of runway, 117' right of centerline, up to 79' AGL/189' MSL. Trees beginning 344' from departure end of runway. 240' left of centerline, up to 63' AGL/173' MSL, Rwv 10. trees beginning 182' from departure end of runway, 295' right of centerline, up to 43' AGL/223' MSL, Trees beginning 451' from departure end of runway, 383' left of centerline, up to 62' AGL/242' MSL. Rwy 22, vehicle on road 98' from departure end of runway, left and right of

centerline, up to 15' AGL/186' MSL. Trees beginning 1059' from departure end of runway, 551' right of centerline, up to 94' AGL/264' MSL. FLORENCE.SC

FLORENCE RGNL (FLO)

09351

AMDT 5 09071 (FAA)

DEPARTURE PROCEDURE: Rwv 1, climb on heading

021° to 1200 prior to turning left. NOTE: Rwy 1, trees beginning 1929' from DER, 29' left of centerline up to 81' AGL/224' MSL. Trees beginning 1786' from DER, 239' right of centerline up to 89' AGL/

232' MSL. Poles beginning 1628' from DER, 160' left and right of centerline up to 45' AGL/188' MSL. Antenna 341' from DER, 487' left of centerline up to 47' AGL/190' MSL. Floodlight 3262' from DER, 806' left of centerline up to 103' AGL/246' MSL. Floodlight 1498' from DER, 313' left of centerline up to 39' AGL/182' MSL. Rwy 9, trees beginning 3016' from DER, 635' left of centerline up to 91' AGL/212' MSL. Trees beginning 121' from DER, 14' right of centerline up to 97' AGL/218' MSL. Bushes beginning 32' from DER, 289' right of

centerline up to 17' AGL/138' MSL. Rwy 19, trees beginning 174' from DER, 273' left of centerline up to 54' AGL/166' MSL. Trees beginning 811' from DER, 23' right of centerline up 69' AGL/181' MSL. Bushes beginning 20' from DER, 338' right of centerline up to 12' AGL/125' MSL. Rwy 27, trees beginning 102' from DER, 389' left of centerline up to 30' AGL/159' MSL.

MACON COUNTY (1A5)

ORIG 09071 (FAA)

FRANKLIN, NC

visual conditions remain within 3 NM of Macon County

airport to cross airport south bound at or above 7600 via

centerline, up to 38' AGL/2037' MSL, Vehicle on road

964' from DER 720' left of centerline 15' AGI /2054'

to 100' AGL/2179' MSL. Trees beginning 3090' from

DER, 1270' left of and to centerline, up to 100' AGL/

3139' MSL, Trees beginning 5665' from DER, 337'

right of and to centerline, up to 100' AGL/2699' MSL.

Rwy 25, vehicle on road 63' from DER, 318' left of

centerline, 15' AGL/2054' MSL, Terrain 1000' from DER, on centerline, 2061' MSL. Trees beginning 1737'

3519' MSL. Trees beginning 2460' from DER, 440'

DEPARTURE PROCEDURE: Rwy 3, climb heading

NOTE: Rwy 3, multiple trees beginning 1200' from

AGL/859' MSL. Multiple trees beginning 162' from

centerline, up to 101' AGL/880' MSL. Multiple trees

of centerline, up to 136' AGL/885' MSL.

runway heading to 500 before turning.

departure end of runway, 371' right of centerline, up to

136' AGL/885' MSL. Rwy 21, antenna and multiple trees

beginning 269' from departure end of runway, 210' left of

beginning 252' from departure end of runway, 264' right

DEPARTURE PROCEDURE: Rwys 5, 23, 29, 34, climb

NOTE: Rwy 5, tree 445' from departure end of runway, 498' right of centerline, 23' AGL/158' MSL. Rwy 23, tree

departure end of runway, 281' right of centerline, 52'

runway, 354' right of centerline, 111' AGL/239' MSL.

158' from departure end of runway, 311' right of

centerline, 11' AGL/143' MSL, Tree 1788' from

AGL/184' MSL. Tree 2770' from departure end of

049° to 2600 before proceeding West or North. Rwy 21,

departure end of runway, 433' left of centerline, up to 80'

climb heading 214° to 1500 before proceeding North.

right of and to centerline, up to 100' AGL/3059' MSL.

from DER, 848' left of and to centerline, up to 100' AGL/

MSL. Trees 1666' from DER, 620' right of centerline, up

DEPARTURE PROCEDURE: Rwvs 7. 25. for climb in

TAKE-OFF MINIMUMS: Rwys 7, 25, Procedure NA at night, 5700-3, for climb in visual conditions.

ODE R-349 to ODE VORTAC NOTE: Rwy 7, trees 599' from DER, 124' left of

GASTONIA, NC

GASTONIA MUNI (AKH)

AMDT 4 08101 (FAA)

GEORGETOWN.SC

GOLDSBORO. NC

TAKE-OFF MINIMUMS AND (OBSTAC) F) DEPARTURE PROCEDURES $\overline{f V}$

GEORGETOWN COUNTY

GOLDSBORO-WAYNE MUNI



GREENSBORO NO PIEDMONT TRIAD INTL (GSO)

AMDT 1 09295 (FAA)

NOTE: Rwv 5L, trees beginning 1328' from DER, 524'

left of centerline up to 88' AGI /912' MSI Rwy 5R.

terrain and trees beginning 3' from DER, 499' right of centerline up to 102' AGL/981' MSL. Trees beginning

2751'from DER 1191'left of centerline 57' AGI /966' MSL. Rwv 14, pole and railroad signal beginning 937 from DER 604' right of centerline up to 51' AGL /940' MSL. Rwv 23L, trees beginning 834' from DER, 719' left of centerline, up to 65' AGL/934' MSL, Rwy 23R. trees beginning 1195' from DER 191' left of centerline

up to 100' AGL/970' MSL. Utility pole 170' from DER. 540' left of centerline 33' AGL /936' MSL Trees beginning 1715' from DER, 358' right of centerline, up to 100' AGL/967' MSL. Rwv 32, trees beginning 1' from DER 289' right of centerline up to 90' AGL /1019' MSL

GREENVILLE, NC PITT-GREENVILLE

TAKE-OFF MINIMUMS: Rwv 15, 300-1 1/2 or std. with a min, climb of 220' per NM to 300. Rwy 20, 200-1 or std. with a min. climb of 425' per NM to 300. NOTE: Rwv 2, tree 1633' from departure end of runway

741' right of centerline, -/115' MSL. Tree 3303' from departure end of runway, 575' left of centerline, -/123' MSL. Rwv 8, tree 181' from departure end of runway.

517' left of centerline, -/108' MSL, Tree 3434' from

departure end of runway, 724' right of centerline, -/134' MSL. Rwy 15, tower 1.2 NM from departure end of runway.1808' right of centerline, 191' AGL/231' MSL. Rod 1744' from departure end of runway, 966' left of centerline. -/86' MSL. Rwv 20. tree 2834' from departure end of runway 986' left of centerline -/171' MSI Antenna 4857' from departure end of runway, 1798' right

departure end of runway, 546' left of centerline, -/108' MSL. Tree 261' from departure end of runway, 512' right of centerline. -/81' MSL. Rwv 33, tree 199' from departure end of runway, 372' left of centerline, -/92' MSL. Tree 489' from departure end of runway, 473' right of centerline. -/91 MSL.

of centerline. -/165' MSL. Rwv 26, tree 1026' from

GREENVILLE.SC

DONALDSON CENTER

departure end of runway.

95' AGL/1020' MSL.

TAKE-OFF MINIMUMS: Rwy 5, 300-134 or std. w/ min. climb of 220' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200 / NM climb

NOTE: Rwv 5, antenna on obstruction light tower 1.7 NM from departure end of runway, 2183' left of centerline, 250' AGL/1167' MSL. Multiple trees beginning 1103' from departure end of runway, 151' right of centerline, up to 50' AGL/985' MSL. Rwv 23. stack 2761' from departure end of runway, 1152' left of centerline, 100'

gradient, takeoff must occur no later than 1800' prior to

AGL/1026' MSL. Multiple trees beginning 2339' from departure end of runway, 231' right of centerline, up to 90' AGL/1001' MSL. Multiple trees beginning 2419' from departure end of runway, 52' left of centerline, up to **GREENVILLE, SC (CON'T)** GREENVILLE DOWNTOWN

TAKE-OFF MINIMUMS: Rwv 10, 400-21/2 or std. with a

min, climb of 250' per NM to 1600. DEPARTURE PROCEDURE: Rwv 1, climb heading 006° to 2400 before turning left, Rwy 28, climb heading 276° to 1900 before turning right.

NOTE: Rwv 1. numerous trees 200' from departure end of runway, 400' right of centerline, 20' AGL/1087' MSL.

Numerous trees 400' from departure end of runway, 575' left of centerline, 80' AGL/1123' MSL, Pole 860' from departure end of runway, 500' right of centerline, 30' AGI /1106 MSI Numerous trees 1100 from departure end of runway, 750' right of centerline, 63' AGL/1179'

MSL. Tree 1487' from departure end of runway, 657' right of centerline, 51' AGL/1157' MSL, Rwv 10, tree 31' from departure end of runway, 190' right of centerline.

36' AGL/1031' MSL. Tree 43' from departure end of runway, 370' right of centerline, 59' AGL/1050' MSL. Tree 429' from departure end of runway, 150' left of centerline, 45' AGL/1030' MSL, Tree 691' from departure end of runway, 390' left of centerline, 60' AGL/ 1051 MSI Antenna 5221 from departure end of runway, 843' left of centerline, 152' AGL/1173' MSL.

500' right of centerline, 186' AGL/1374' MSL, Rwv 19. pole 432' from departure end of runway, 500' left of centerline, 25' AGL/1003' MSL, Tree 2905' from departure end of runway, 900' right of centerline, 66' AGL/1070 MSL. Tower 9.55 NM from departure end of runway, 4.2 NM left of centerline, 798' AGL/1849' MSL Rwy 28, tree 364' from departure end of runway, 248' left of centerline, 46' AGL/1014' MSL, Tree 1042' from departure end of runway, 233' right of centerline, 88' AGL/1040' MSL. Stack 2846' from departure end of

runway, 482' left of centerline, 69' AGL/1064' MSL

Building 1.93 NM from departure end of runway, 2045'

Building on hill 1.86 NM from departure end of runway.

GREENWOOD.SC GREENWOOD COUNTY (GRD)

ORIG 08017 (FAA) NOTE: Rwy 9, tree 1859' from departure end of runway,

right of centerline, 314' AGL/1315' MSL.

990' left of centerline, 100' AGL/719' MSL. GREER, SC GREENVILLE-SPARTANBURG INTL-ROGER

MILLIKEN

DEPARTURE PROCEDURE: Rwy 4, climb via heading

038° to 2800 before turning left. NOTE: Rwv 4. tree 1454' from departure end of runway.

146' left of centerline, 78' AGL/1023' MSL.

HARTSVILLE, SC HARTSVILLE REGIONAL (HSV)

ORIG 08045 (FAA)

NOTE: Rwv 3. trees beginning 2478' from departure end of runway, 684' right of centerline, up to 100' AGL/489' MSL, trees beginning 405' from departure end of

centerline, up to 15' AGL/364' MSL.

Road and vehicle 59' from departure end of runway, 418' right of centerline, up to 15' AGL/374' MSL, Rwv 21. trees beginning 128' from departure end of runway, 255' right of centerline, up to 100' AGL/439' MSL, Trees beginning 216' from departure end of runway, 325' left of centerline, up to 100' AGL/429' MSL. Road and vehicle 11' from departure end of runway, 335' right of

runway, 363' left of centerline, up to 100' AGL/479' MSL.



$\overline{f V}$ TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

HATTERAS NO

BILLY MITCHELL (HSE)

ORIG 09267 (FAA) NOTE: Rwy 7, trees beginning 388' from DER, left of

centerline, up to 100' AGL/169' MSL, Rwv 25, trees 512' from DER 103' right of centerline 100' AGL /110' MSL Boat mast 2107' from DER, 664' left of centerline, 100' AGI /100'MSI

HICKORY. NC

HICKORY RGNI

TAKE-OFF MINIMUMS: Rwvs 19, 24, std. with a min. climb of 300' per NM to 3000

DEPARTURE PROCEDURE: Use HICKORY ONE

DEPARTURE

NOTE: Rwv 1. tree 50' from departure end of runway, 382 right of centerline, 79' AGL/1228' MSL, Rwv 19, tree

1253' from departure end of runway 661' right of centerline, 92' AGL/1211' MSL, Rwv 24, tree 315' from departure end of runway, 584' left of centerline, 99' AGL/ 1218' MSL.

HILTON HEAD ISLAND, SC

HII TON HEAD

NOTE: Rwv 3. numerous trees 328' from departure end of runway, 428' left of departure end of runway, 86' AGL/106' MSL. Numerous trees 319' from departure end of runway, 390' right of departure end of runway, 83' AGL/ 97' MSL. Rwv 21, numerous trees 39' from departure end of runway, 357' right of departure end of runway, 94' AGL/111 MSL. Numerous trees 368 from departure end of runway, 332' left of departure end of runway, 73' AGL/

87' MSL. Numerous trees 1421' from departure end of

runway, 221' right of departure end of runway, 74' AGL/ 91'MSL. Numerous trees 1207' from departure end of runway, 329' left of departure end of runway, 85' AGL/99' MSI JACKSONVILLE, NC

ALBERT J. ELLIS

DEPARTURE PROCEDURE: Rwy 23, climb on runway heading to 500 before turning right.

JEFFERSON.NC

ASHE COUNTY

TAKE-OFF MINIMUMS: Rwvs 10.28.1900-3. DEPARTURE PROCEDURE: Rwys 10, 28, climb visually over the airport to 5000 before proceeding on course.

KENANSVILLE, NC

DUPLIN COUNTY (DPL)

ORIG 09015 (FAA)

NOTE: Rwy 5, trees beginning 30' from departure end of runway, 156' right of centerline, up to 100' AGL/238' MSL. Trees beginning 1915' from departure end of runway, 126' left of centerline, up to 100' AGL/231' MSL.

Vehicles on road 641' from departure end of runway, left and right of centerline, up to 17' AGL/156' MSL. Rwy 23, trees beginning 12' from departure end of runway, 329' left of centerline, up to 100' AGL/218' MSL. Trees beginning 16' from departure end of runway, 59' right of

centerline, up to 100' AGL/225' MSL.

KINGSTREE.SC WILLIAMSBURG RGNI

TAKE-OFF MINIMUMS: Rwv 32, 200-1 or std. w/min

climb of 353' per NM to 300.

DEPARTURE PROCEDURE: Rwv 14. climb heading 132° to 800 before turning north.

NOTE: Rwv 32, multiple trees beginning 165' from departure end of runway 360' right of centerline, up to 71'AGL/175'MSL.

KINSTON, NC

KINSTON RGNL JETPORT AT STALLINGS FIFI D

DEPARTURE PROCEDURE: Rwv 5, climb heading 050° to 1800 before turning east. NOTE: Rwv 5, multiple poles 1521' from departure end of

runway, 237' right of centerline, up to 64' AGL/137' MSL. Pole 1625' from departure end of runway, 53' left of centerline. 52' AGL/128' MSL. Multiple trees 1873' from departure end of runway, 110' right of centerline, up to 73' AGL/173' MSL, Rwy 23, multiple trees 770' from departure end of runway, 598' left of centerline, up to 87' AGL/186' MSL, multiple trees 1092' from departure end

of runway, 109' right of centerline, up to 49' AGL/148'

LAKE CITY, SC

LAKE CITY MUNI CJ EVANS FIELD

TAKE-OFF MINIMUMS: Rwv 1, 500-21/2 or std. w/min. climb of 375' per NM to 700. Rwv 19, 300-1 or std, w/ min, climb of 404' per NM to 400. NOTE: Rwy 1, tree 1474' from departure end of runway,

189' right of centerline, 62' AGL/143' MSL, Multiple towers beginning 1.6 NM from departure end of runway. 1285' left of centerline, up to 411' AGL/491' MSL, Rwy 19, tree 1428' from departure end of runway, 225' right of centerline, 53' AGL/134' MSL. Tank 4906' from

departure end of runway, 1349' left of centerline, 180'

LANCASTER. SC

AGL/254'MSL.

LANCASTER COUNTY- MCWHIRTER FIELD (IKR) AMDT 1 09351 (FAA)

NOTE: Rwv 6. trees beginning 176' from DER, 394' left of centerline, up to 26' AGL/526' MSL, Vehicles on roadway 322' from DER, 401' right of centerline, up to 15' AGL/517' MSL. Trees beginning 4704' from DER. 1425' left of centerline, up to 80' AGL/630' MSL. Rwy 24. trees beginning 73' from DER, 492' left of centerline, up to 27' AGL/467' MSL.

LEXINGTON. NC

DAVIDSON COUNTY

TAKE-OFF MINIMUMS: Rwv 6, 300-1 or std, with a min. climb of 290' per NM to 900.

LIBERTY. NC

CAUSEY

TAKE-OFF MINIMUMS: Rwys 2, 20, 300-1. DEPARTURE PROCEDURE: Rwy 20, for departures 245° CW 020°, climbing left turn direct LIB VORTAC, then proceed outbound via LIB R-256 to 3000 before proceeding on course.

$\overline{f V}$ TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

LINCOLNTON, NO LINCOLNTON-LINCOLN COUNTY RGNI

DEPARTURE PROCEDURE: Rwv 5. climb runwav heading to 3200 before turning right Rwy 23, climb runway heading to 3200 before turning left. Departure procedure not required for aircraft with a min. climb of 300' per NM to 3200

LUMBERTON, NC

I UMBERTON MUNI

TAKE-OFF MINIMUMS: Rwv 31. 400-1. DEPARTURE PROCEDURE: Rwv 31, climb 270° heading to 600 before turning.

MANNING. SC

SANTEE COOPER RGNL (MNI)

ORIG 09043 (FAA)

NOTE: Rwv 2, trees beginning at departure end of runway 480' right of centerline up to 100' AGL /229' MSL. Trees beginning 16' from departure end of runway, 221' left of centerline, up to 100' AGL/209' MSL. Vehicle on road 85' from departure end of runway, 468' right of centerline, 15' AGL/117' MSL, Rwy 20, trees beginning 125' from departure end of runway, 289' right of centerline up to 100' AGL /179' MSL Trees beginning 86' from departure end of runway, 136' left of centerline, up to 100' AGL/189' MSL, Vehicle on road 250' from departure end of runway, on centerline, 15' AGL/110'MSL

MANTEO, NC

DARE COUNTY RGNL

TAKE-OFF MINIMUMS: Rwvs 5, 17, 35, 300-1.

MARION, SC

MARION COUNTY

TAKE-OFF MINIMUMS: Rwv 4, 400-1 or std. with a min. climb of 330' per NM to 600

DEPARTURE PROCEDURE: Rwy 4, climb runway heading to 1000 before turning.

MAXTON, NC

LAURINBURG-MAXTON

NOTE: Rwv 5, road 606' from departure end of runway, on centerline, 15' AGL/224' MSL, Trees 1002' from departure end of runway, 474' left of centerline, 67' AGL/ 267' MSL. Rwy 13, aircraft 762' from departure end of runway, 762' left of centerline, 58' AGL/266' MSL, Rwy 23, tree 1011' from departure end of runway, 512' right of centerline, 30' AGL/246' MSL, Rwv 31, trees beginning 1014' from departure end of runway, 58' left of centerline. up to 54' AGL/271' MSL.

MC ENTIRE JNGB (MMT)

...... Rwv5*Rwv23** Rwv 32*** * Standard with CG of 310'/NM to 2700.

** Standard with CG of 210'/NM to 1100.

*** Standard with CG of 230'/NM to 2700.

DEPARTURE PROCEDURE: Rwv 5. For climb in visual conditions: Ceiling 1400'/ Visibility 2 0 SM remain within 4.8 NM of KMMT airport, cross KMMT airport at or above 1500' MSL before proceeding on course. Max airspeed 180 KIAS Rwy 23. For climb in visual conditions: Ceiling 1300'/, Visibility 1.5 SM, remain within 4.2 NM of KMMT airport, cross KMMT airport at or above 1400' MSL before proceeding on course. Max airspeed 180 KIAS, Rwv 32, Departing eastbound. complete turn within 4 NM to avoid R-6001, if unable advise Control Tower prior to taxi. For climb in visual conditions: Ceiling 1600'/ Visibility 2.5 SM remain within 5.5 NM of KMMT airport, cross KMMT airport at or above 1700' MSL before proceeding on course. Max airspeed 250 KIAS

TAKE-OFF OBSTACLES: Rwv 5: Helicopter parked 134'

from DER, 323' left of centerline, NDB 1573' from DER. 591' left of centerline. Multiple trees left of centerline beginning 2319' out to 2915' from DER, 338' to 875' left of centerline, 70' AGL /309' MSL up to 319' MSL Multiple trees right of centerline beginning 2190' out to 3838' from DER, 257' to 767' right of centerline, from 70' to 110' AGL/309' MSL up to 379' MSL, Rwy 14: Multiple trees beginning from 2328' from DER, 942' right of centerline, 110' AGL/329' MSL, Multiple trees left of centerline beginning 2400' out to 3781' from DER. 682' to 1199' left of centerline, from 90' to 91' AGL/289' to 319' MSL. Aircraft 120' from DER, 400' right of centerline, 39' AGL/255' MSL, Pvlon 2665' from DER 1713' right of centerline 109' AGL /320' MSL Pylon 3279' from DER 1554' left of centerline, 109' AGL/322' MSL. Rwv 23: Multiple trees right of centerline beginning from 2444' out to 4131' from DER, 45' to 1297' right of centerline, from 90' to 120' AGL/319' to 359' MSL, Aircraft 1921' from DER, 402' right of centerline, 39' AGL/288' MSL. Tower 2885' from DER 98' right of centerline, 120' AGL/370' MSL, Building 907' from DER 157' right of centerline 12' AGL/259' MSL, Wind Sensors 490' from DER, 531' left of centerline, 33' AGL/274' MSL, Power lines 2990' from DER, 1057' right of centerline, 35' AGL/294' MSL. Building 1356' from DER, 154' right of centerline, 18' AGL/266' MSL. Rwy 32: Multiple trees right of centerline beginning 3240' out to 3290' from DER, 499' to 998' right of centerline, up to 130' AGL/349' MSL. Multiple trees left of centerline beginning 684' out to 4871' from DER, 1' to 1651' left of centerline up to 130' AGL/329' to 379' MSL. Localizer array 1116' from DER, 2' left of centerline, up to 5' AGL/284' MSL, Windsock 103' from DER, 417' left of centerline, up to 23' AGL/ 293' MSL.



09351

MOCKSVILLE, NO

TWIN LAKES

TAKE-OFF MINIMUMS: Rwv 27, 300-1

NOTE: Rwv 9, numerous trees beginning 35' from

departure end of runway, 27' right of centerline, up to 100' AGL/939' MSL. Numerous trees beginning 200'

from departure end of runway, 164' left of centerline, up to 100' AGL/919' MSL. Rwv 27, numerous trees beginning

200' from departure end of runway, 78' right of centerline, up to 100' AGL/929' MSL. Numerous trees beginning 616' from departure end of runway, 77' left of centerline, up to 100' AGL/909' MSL.

MONCKS CORNER, SC BERKELEY COUNTY (MKS)

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: Rwv 5, 300-1% or std. w/min.

climb of 215' per NM to 400.

NOTE: Rwv 5, trees beginning 17' from departure end of runway 102' right of centerline up to 99' AGL /158' MSL Terrain 30' from departure end of runway, 478' left of

centerline 79'MSI Trees beginning 964' from departure end of runway, 66' left of centerline, up to 108' AGL/167' MSL, Poles beginning 467' from departure end of runway 480' left of centerline, up to 24' AGL/103' MSL

Tower 1.4 NM from departure end of runway, 530' left of centerline, up to 228' AGL/292' MSL, Rwy 23, trees beginning abeam departure end of runway, 361' right of centerline, up to 100' AGL/199' MSL, Transmission poles beginning 1320' from departure end of runway 249' right of centerline, up to 63' AGL/142' MSL. Terrain 21' from departure end of runway, 125' left of centerline.

76' MSL. Trees beginning 1141' from departure end of runway, 47' left of centerline, up to 84' AGL/163' MSL. Transmission pole 2503' from departure end of runway 115' left of centerline, 62' AGL/141' MSL.

MONROE. NC

CHARLOTTE-MONROE EXECUTIVE

NOTES: Rwv 5, multiple trees beginning 57' from departure end of runway, 379' right of centerline, up to 80' AGL/759' MSL. Multiple trees beginning 2130' from departure end of runway, 998' left of centerline, up to 100' AGL/759' MSL. Rwv 23, tree 3637' from departure end

of runway, 733' right of centerline, 100' AGL/769' MSL. Tree 7880' from departure end of runway, 1254' left of centerline, 100' AGL/757' MSL

MOORESVILLE, NC LAKE NORMAN AIRPARK

TAKE-OFF MINIMUMS: Rwv 14. std. w/a min. climb of

294' per NM to 2900 or 1300-21/2 for climb in visual conditions DEPARTURE PROCEDURE: Rwv 14. for climb in visual

conditions: cross Lake Norman Airpark at or above 2000 MSL before proceeding on course. Rwy 32, climb heading 324° to 1300 before proceeding on course. NOTE: Rwv 14, terrain and multiple trees beginning 197'

from departure end of runway, 308' left of centerline, up to 200' AGL/1099' MSL. Building and multiple trees beginning 158' from departure end of runway, 258' right of centerline, up to 100' AGL/979' MSL. Rwy 32, tree 559' from departure end of runway, on centerline, 42' AGL/851' MSL. Multiple trees beginning 47' from departure end of runway, 34' left of centerline, up to 101'

MORGANTON, NC FOOTHILLS RGNI

DEPARTURE PROCEDURE: Rwv 3. climbing left turn direct FIQ NDB, continue climbing in holding pattern

(southwest, left turns, 031° inbound) to 5000 before proceeding on course, Rwv 21, climb direct FIQ NDB. continue climbing in holding pattern (southwest, left turns 031° inbound)to 5000 before proceeding on course

MOUNT AIRY, NC MOUNT AIRY/SURRY COUNTY

DEPARTURE PROCEDURE: Rwv 18, climb direct

AZW NDB, climb in AZW NDB holding pattern (N. right turns, 179° inbound) to 5000 before proceeding on course. Rwy 36, climbing left turn direct AZW NDB, climb in AZW NDB holding pattern (N. right turns, 179° inbound) to 5000 before proceeding on course. NOTE: Rwy 36, 70' AGL powerline 500' right of departure end of runway.

MOUNT OLIVE, NC MOUNT OF IVE MUNI

TAKE-OFF MINIMUMS: Rwv 23, 300-1 or std. with a min, climb of 300' per NM to 500.

MOUNT PLEASANT, SC

MT PLEASANT RGNL-FAISON FIELD DEPARTURE PROCEDURE: Rwvs 17.35. climb runway heading to 2100 before turning east.

MYRTLE BEACH, SC

MYRTLE BEACH INTL

DEPARTURE PROCEDURE: Rwv 18. climb runwav heading to 400 before turning left.

NEW BERN, NC

COASTAL CAROLINA RGNL (EWN) AMDT 3B 09183 (FAA)

TAKE-OFF MINIMUMS: Rwv 4. 300-1.

DEPARTURE PROCEDURE: Rwys 4, 32, climb runway heading to 900' before turning north.

NOTES: Rwy 22, 75' AGL trees 958' from departure end of runway, 705' right of centerline, Rwy 14, 79' AGL trees 1297' from departure end of runway, 531' right of centerline. Rwy 32, 91' AGL trees 743' from departure end of runway, 626' left of centerline.

NEWBERRY.SC

NEWBERRY COUNTY (EOE) AMDT 1 08325 (FAA)

NOTE: Rwy 4, multiple trees beginning 1895' from departure end of runway, left and right of centerline, up to 100' AGL/659' MSL. Rwy 22, multiple trees beginning 500' from departure end of runway, left and right of centerline, up to 100' AGL/629' MSL.

AGL/890' MSL. Multiple trees beginning 526' from departure end of runway, 31' right of centerline, up to 97' TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{\mathbf{V}}$

$\overline{f V}$ take-off minimums and (obstacle) departure procedures

NORTH AF AUX (KXNO)

CAUTION: Rwv 5/23 diverse departure procedures not

authorized at night. Rwy 5/23 diverse departure not for

TAKEOFF OBSTACLES: Rwv 5. Terrain 1'to 40' from DER 41' to 309' left of centerline, 328' MSL. Possible vehicle on road extending across extended runway centerline 473' from DER 336' left to 711' right of centerline 15' AGL/349' MSL Possible C5 on taxiway 12' inward of DER 484' left of centerline, 65' AGL/387' MSL. Possible C5 on taxiway 31' inward of DER 235' left of centerline, 66' AGL/387' MSL, Building 917' from DER 641' right of centerline, 30' AGL/364' MSL, Trees 1215' to 1419' from DER 376' to 570' right of centerline, 92' AGL/ 398' MSL. Pylon 3627' from DER 1029' left of centerline. 79' AGL/366' MSL. Rwv 6. Terrain 1' to 237' from DER 85' to 563' left of centerline, 329' MSL; Possible C5 on taxiway 627' from DER 597' right of centerline, 65' AGL/ 387' MSL: Possible C5 on taxiway 833' from DER 374' right of centerline, 65' AGL/388' MSL. Trees 2412' to 2812' from DER 749' to 1197' left of centerline, 103' AGL/ 407' MSL: Trees 1722' to 2044' from DER 844' to 899' left of centerline, 72' AGL/381' MSL: Pylon 2363' from DER 1572' left of centerline, 79' AGL/403' MSL, Rwv 24, Pvlon 1729' from DER, 1456' right of centerline, 79' AGL/325' MSL.

NORTH WILKESBORO, NC

WILKES COUNTY

TAKE-OFF MINIMUMS: Rwy 1, 400-1 or std. with a min. climb of 300' per NM to 1700.

OAK ISLAND, NC

BRUNSWICK COUNTY (SUT)

ORIG 09183 (FAA)

NOTE: Rwy 5, trees beginning 323' from DER, 255' left of centerline, up to 80' AGL/99' MSL. Trees beginning 528' from DER, 456' right of centerline, up to 100' AGL/119' MSL, Rwv 23, trees beginning 233' from DER, 521' left of centerline, up to 64' AGL/73' MSL, Trees beginning 70' from DER, 319' right of centerline, up to 93' AGL/102' MSL, Boat masts beginning 589' from DER, left and right of centerline, up to 50' AGL/50' MSL.

ORANGEBURG.SC

ORANGEBURG MUNI

DEPARTURE PROCEDURE: Rwy 5, climb heading 049° to 1000 before proceeding on course. Rwy 35, climb heading 354° to 900 before proceeding on course. NOTE: Rwy 5, tree 1415' from departure end of runway, 260' left of centerline, 58' AGL/254' MSL, Rwy 23, tree 2096' from departure end of runway, 371' right of centerline, 89' AGL/260' MSL. Rwy 35, tree 2316' from departure end of runway, 228' right of centerline, 76' AGL/ 248' MSL. Terrain 13' from departure end of runway, 34' right of centerline, 174' MSL.

OXFORD, NC

HENDERSON-OXFORD (HNZ)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: Rwy 24, std. w/min.climb.of.

245' per NM to 1900 or 700-3 for climb in visual conditions DEPARTURE PROCEDURE: Rwv 24. for climb in visual

conditions: cross Henderson-Oxford airport at or above 1100 MSL before proceeding on course NOTE: Rwy 6, trees beginning 7' from departure end of

runway, 367' left of centerline, up to 100' AGL/629' MSL. Rwy 24, trees beginning 804' from departure end of

runway, 393' left of centerline, up to 100' AGL/629' MSL.

PAGELAND. SC

PAGELAND (PYG)

ORIG 09071 (FAA)

NOTE: Rwv 5, trees beginning 365' from DER, 353' right of centerline, up to 100' AGL/689' MSL. Powerlines. 593' from DER, 93' right to 109' left of centerline, 100' AGL/679' MSL. Vehicle on road 12' from DER, 377' right of centerline, 15' AGL /582' MSL. Trees beginning. 19' from DER 455' left of centerline up to 100' AGL/ 689' MSL. Vehicle on road 612' from DER, 329' left to right of centerline 15' AGI /594' MSI Rwy 23, trees beginning 29' from DER, 243' right of centerline, up to 100' AGL/679' MSL. Trees beginning 294' from DER. 290' left of centerline, up to 100' AGL/669' MSL. Vehicle. on road 34' from DER, 413' left of centerline, 15' AGL/ 574 MSI Powerline 1863 from DER 987 left of centerline, 79' AGL/609' MSL.

PELION. SC

LEXINGTON COUNTY AT PELION (6J0) ORIG 09155 (FAA)

NOTE: Rwv 18. trees beginning 1705' from DER. 1' right of centerline, up to 71' AGL/521' MSL. Trees beginning 429' from DER, 298' left of centerline, up to 34' AGL/484' MSL, Power poles 430' from DER, 298' left of centerline, 33' AGL/484' MSL, Rwv 36, trees beginning 2016' from DER, 301' right of centerline, up to 59' AGL/511' MSL.

PICKENS.SC

PICKENS COUNTY (LQK)

ORIG 09351 (FAA)

DEPARTURE PROCEDURE: Rwy 5, climb heading 048° to 2300 then climbing right turn via heading 120° to 3400 to intercept V20-35. Rwy 23, climb heading 228° to 2200 then climbing left turn via heading 120° to 3400 to intercept V20-35.

NOTE: Rwy 5, tree 30' from DER, 299' left of centerline, 9'AGL/1022'MSL. Vehicles on roadway, 424' from DER, left and right of centerline, up to 15' AGL/1028' MSL. Trees beginning 1531' from DER, 691' left of centerline, up to 107' AGL/1038' MSL. Tree 3019' from DER, 450' right of centerline, 120' AGL/1095' MSL. Rwy 23, tree 906' from DER, 269' left of centerline, 91' AGL/990' MSL. Trees beginning 1015' from DER, 466' right of centerline, up to 106' AGL/1022' MSL.



PINEHURST/SOUTHERN PINES, NC

MOORE COUNTY (SOP)

ORIG 09183 (FAA)

NOTE: Rwv 5, terrain 448' from DER, 343' right of centerline 443' MSI Trees beginning 663' from DER 137' right of centerline, up to 100' AGL/475' MSL.

Terrain 141' from DER, 329' left of centerline, 435' MSL. Trees beginning 176' from DER, 220' left of centerline. up to 100' AGL/529' MSL. Rwy 23, pipe 228' from DER. 431' right of centerline 13' AGL /463' MSL Antenna 657' from DER, 415' right of centerline, 32' AGL/482' MSL. Trees beginning 701' from DER, 422' right of centerline. up to 100' AGL/579' MSL. Trees beginning 364' from DER, 353' left of centerline, up to 100' AGL/569' MSL.

PLYMOUTH, NC

PLYMOUTH MUNI

TAKE-OFF MINIMUMS: Rwv 3, 400-1 or std. with a min. climb of 210' per NM to 500.

POPE AFB (KPOB)

FAYETTEVILLE, NC.......... 08213

Rwvs 5, 23: expect radar vectors from Favetteville Approach, Rwy 23, standard with minimum climb of 220'/ NM to 1000', or 1100-3 for climb in visual conditions to 1200' MSL within 5.49 NM of KPOB airport, then proceed on course, max airspeed of 250 KIAS.

TAKE-OFF OBSTACLES: Rwv 5, multiple trees 1352' to 1545' from DER, 779' right of centerline, up to 34' AGL/ 242' MSL: Multiple trees 1889' to 3436' from DER, 412' right of centerline, up to 99' AGL/297' MSL: Multiple trees 2004' to 2746' from DER, 997' left of centerline, up to 100' AGL/294' MSL: Multiple trees 2887' to 3743' from DER. 511' left of centerline, up to 119' AGL/311' MSL: Powerline Tower 4181' from DER, 1464' right of centerline, 115' AGL/315' MSL, C-130 18' from DER 263' left of centerline, 35' AGL/215' MSL. Rwy 23, fence 1201' from DER, 71' left of centerline, 247' MSL: Terrain 1901' from DER, 1010' right of centerline, 269' MSL: Multiple trees 3002' to 3349' from DER, 506' right of centerline, up to 70' AGL/328' MSL: Forestry Tower 2.2 NM from DER, 3399' right of centerline, 140' AGL 559' MSL: Tower 3.0 NM from DER, 1.4 NM right of centerline, 220' AGL/746' MSL: Tree 1.0 NM from DER. 502' left of centerline, 61' AGL/375' MSL. C-130 55' from

DER 302' right of centerline, 35' AGL/238' MSL: C-130 944' from DER 286' left of centerline, 35' AGL/215' MSL.

RAEFORD.NC

P K AIRPARK

TAKE-OFF MINIMUMS: Rwy 22, 200-1.

RALEIGH-DURHAM.NC

RAI FIGH-DURHAM INTI

TAKE-OFF MINIMUMS: Rwv 32, 300-1

DEPARTURE PROCEDURE: Rwv 14, climb heading 142° to 1400 before turning right Rwy 231 . climb heading 232° to 1900 before turning left Rwy 23R, climb heading 232° to 1800 before turning left.

NOTE: Rwv 51 . tree 2011 from departure end of runway 949' right of centerline, 80' AGL/469' MSL. Tree 3802' from departure end of runway 1238' left of centerline 77' AGI /506' MSI Tank 4046' from departure end of runway, 1578' right of centerline, 138' AGL/547' MSL. Rwy 5R, tree 1437' from departure end of runway 803' left of centerline, up to 122' AGL /571' MSL. Multiple

right of centerline, 80' AGL/469' MSL, Rwv 14, multiple trees beginning 2021' from departure end of runway, 510' trees beginning 2468' from departure end of runway, 1' right of centerline, up to 110' AGL /559' MSL Rwy 23L. tree 1496' from departure end of runway, 797' left of centerline, 58' AGL/447' MSL, Light pole 1458' from departure end of runway 878' right of centerline 93' AGL/452' MSL. Rwy 32, multiple poles 1170' from departure end of runway 634' left of centerline up to 47' AGL/486' MSL. Antenna 1243' from departure end of runway, 754' right of centerline, 34' AGL/473' MSL. Control tower and antenna 2207' from departure end of runway, 911' right of centerline, 221' AGL/660' MSL.

REIDSVILLE, NC

up to 939' MSL.

ROCKINGHAM COUNTY NC SHILOH (SIF) AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: Rwv 31. 400-2 or std. w/a min. climb of 535' per NM to 1200.

NOTE: Rwv 13, trees beginning 40' from DER, 63' left of centerline, up to 100' AGL/768' MSL. Power pole 1192' from DER, 430' right of centerline, 30' AGL/702' MSL. Tree beginning 1539' from DER, 30' right of centerline. up to 100' AGL/755' MSL. Rwy 31, power pole 2054' from DER, 243' right of centerline, 30' AGL/763' MSL. Vehicle on road 31' from DER, 485' left of centerline, 15' AGL/714' MSL. Trees beginning 1164' from DER, 187' right of centerline, up to 100' AGL/1019' MSL. Trees beginning 152' from DER, 317' left of centerline, up to 100' AGL/979' MSL. Rising terrain beginning 123' from DER, 27' left of centerline, up to 939' MSL. Rising terrain beginning 64' from DER, 27' right of centerline.

$\overline{f V}$ take-off minimums and (obstacle) departure procedures

ROCK HILL/YORK COUNTY/BRYANT FIFLD (UZA)

4535' from departure end of runway, 1712' right of

runway heading to 900 before turning north. Rwy 4.

heading 222° to 1200 before proceeding on course.

791'left of centerline, 207' MSL. Tree 2454' from

departure end of runway, 752' right of centerline, 231' MSL. Rwv 22. tree 1199' from departure end of runway.

665' right of centerline, 204' MSL. Tree 1215' from

departure end of runway, 676' left of centerline, 224'

MSL. Tree 1464' from departure end of runway, 616' left

right turn climb to 900 on 090° heading before turning

centerline 180' AGI /789' MSI

ORIG 08101 (FAA)

ROCK HILL, SC

TAKE-OFF MINIMUMS: Rwv 2, 200-11/4 or std. w/min.

climb of 231' per NM to 900, or alternatively, with

standard takeoff minimums and a normal 200'/NM climb gradient takeoff must occur no later than 1700' prior to

departure end of runway

NOTE: Rwy 20, trees beginning 984' from departure end of runway 704' left of centerline, up to 100' AGI /779

MSL. Trees beginning 2342' from departure end of runway, 64' left of centerline, up to 100' AGL/788' MSL.

Terrain beginning 208' from departure end of runway 275' right of centerline, up to 0' AGL/688' MSL. Trees beginning 1520' from departure end of runway 747'

right of centerline, up to 100' AGL/788' MSL, Trees beginning 2708' from departure end of runway, 3' right

of centerline up to 100' AGL /763' MSL Rwv 2, trees

beginning 1380' from departure end of runway, 166' left

of centerline up to 100' AGL /729' MSL. Powerline tower 5476' from departure end of runway, 780' left of centerline, 180' AGL/819' MSL, Vehicle on road and

trees beginning 12' from departure end of runway 448' right of centerline, up to 100' AGL/759' MSL. Trees beginning 1856' from departure end of runway, 26' right of centerline, up to 100' AGL/739' MSL. Powerline tower

ROCKINGHAM, NC RICHMOND COUNTY DEPARTURE PROCEDURE: Rwvs 13.22.31.climb

north

ROCKY MOUNT, NC ROCKY MOUNT-WILSON RGNI

DEPARTURE PROCEDURE: Rwv 22, climb via NOTE: Rwv 4. tree 1459' from departure end of runway.

ROXBORO.NC

PERSON COUNTY

NOTE: Rwv 6, trees 1600' from departure end of runway.

trees 562' from departure end of runway, 577' left of centerline, 100' AGL/699' MSL.

200' right of centerline, 100' AGL/729' MSL. Rwy 24,

of centerline, 222' MSL.

09351

(FOD)

RUTHERFORD COUNTY-MARCHMAN FIFI D

AMDT 2 07354 (FAA) TAKF-OFF MINIMUMS: Rwv 1. std. w/min. climb of

434' per NM to 5400, or 2800-3 for climb in visual

conditions Rwv 19, std w/min_climb of 255' per NM to

3600, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwv 1. climb heading

009° to 5400 before proceeding on course, or for climb

MSI ST. GEORGE

ST. GEORGE (6J2)

ORIG 08101 (FAA)

SALISBURY. NC

SALUDA, SC

ROWAN COUNTY

before proceeding on course.

in visual conditions cross Rutherford County/Marchman

Field at or above 3700 before proceeding on course.

on course, or for climb in visual conditions cross Rutherford County/Marchman Field at or above 3700

Rwy 19, climb heading 189° to 3600 before proceeding

NOTE: Rwv 1. trees abeam departure end of runwav. 310'

centerline 15' AGL/1094' MSL. Trees beginning 480'

from departure end of runway, on centerline, up to 100' AGL/1159 MSL. Powerlines left and right of centerline.

beginning 581' from departure end of runway, up to 78' AGL/1167' MSL. Rwv 19, trees abeam departure end of

Trees 255' from departure end of runway, 500' right of

departure end of runway, on centerline, 100' AGL/1119'

NOTE: Rwv 5, tree 3021' from departure end of runway.

186' left of centerline, 100' AGL/175' MSL. Rwy 23,

tree 1401' from departure end of runway, 259' right of

DEPARTURE PROCEDURE: Rwy 20, climb on heading

runway, 239' left of centerline, 100' AGL/1129' MSL

centerline, 100' AGL/1129' MSL, Trees 1937' from

left of centerline, 100' AGL/1159' MSL. Vehicles on roadway 421' from departure end of runway, on

RUTHERFORDTON NC

SALUDA COUNTY (6J4) ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: Rwy 2, 300-1.

160° to 1200 before turning west.

centerline, 100' AGL/178' MSL.

TAKE-OFF MINIMUMS: Rwv 19, 300-2 or std. w/min. climb of 207' per NM to 900, or alternatively, with

standard takeoff minimums and a normal 200 '/NM climb gradient, takeoff must occur no later than 1400' prior to

DER NOTE: Rwy1, numerous trees beginning abeam DER. 40' left of centerline, up to 66' AGL/635' MSL. Numerous trees beginning abeam DER, 35' right of centerline, up

to 100' AGL/649' MSL. Rwv 19. numerous trees

beginning abeam DER, 20' left of centerline, up to 43'

AGL/552' MSL. Numerous trees beginning abeam DER, 30' right of centerline, up to 100' AGL/639' MSL.

SANFORD. NC

SANFORD-LEE COUNTY RGNL DEPARTURE PROCEDURE: Rwy 3, climb runway heading to 1400 before turning right. Rwy 21, climb

runway heading to 1400 before turning left.

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{f V}$

$\overline{f V}$ take-offminimumsand (obstacle) departure procedures

SHAW AFB (KSSC)

SUMTER. SC TAKE-OFF OBSTACLES: Rwv4R Terrain 500' left of centerline at the threshold, 235' MSL, Rwy 22L.

Radio Tower 5137' from DER, 1701' left of centerline 140' AGL/370' MSL: Glideslope Antenna 563' from DER, 500' right of centerline, 40' AGL/ 293'MSI Rwy 22R Terrain 253' from DER 568' right of centerline, 244' MSL.

SHELBY, NC

SHELBY-CLEVELAND COUNTY RGNL (EHO) ORIG 09015 (FAA)

NOTE: Rwv 5, trees beginning 74' from departure end of runway, 394' left of centerline, up to 99' AGL/899' MSL. Trees beginning 2018' from departure end of runway 804' right of centerline, up to 100' AGL/919' MSL. Rwy 23, trees beginning 186' from departure end of runway, 148' left of centerline, up to 93' AGL/903' MSL.

SILER CITY, NC

SILER CITY MUNI

DEPARTURE PROCEDURE: Rwv 4. climb runway heading to 1000 before turning right.

SIMMONS AAF (KFBG)

FORT BRAGG NC AMDT 1 07354 Rwv 27, 400-21/3*

* Or standard with minimum climb of 350 ft/NM to DEPARTURE PROCEDURE: Rwv 9. climb heading

093 to 1200 before proceeding on course. Rwy 27, climb heading 273 to 1200 before proceeding on course

TAKE-OFF OBSTACLES: Rwv 27, antenna 1.9 NM from DER, 3602' right of centerline, 292' AGL/ 584'MSI

SMITHFIELD, NC

JOHNSTON COUNTY

TAKE-OFF MINIMUMS: Rwy 21, 500-1.

DEPARTURE PROCEDURE: Rwv 3. climb to 1300 before turning left. Rwy 21, climb to 1000 before turning

SPARTANBURG, SC

SPARTANBURG DOWNTOWN MEMORIAL (SPA)

ORIG 09295 (FAA)

NOTE: Rwy 5, trees beginning 230' from DER, left and right of centerline, up to 100' AGL/871' MSL. Rwy 23, trees beginning 580' from DER, left and right of centerline, up to 100' AGL/930' MSL.

STATESVILLE, NC

STATESVILLE RGNL

TAKE-OFF MINIMUMS: Rwy 28, 300-134 or std. with a min. climb of 220' per NM to 1300.

NOTE: Rwv 28, powerline tower 8880' from departure end of runway, 858' right of centerline, 180' AGL/1199' MSL.

SUMMERVILLE, SC

SUMMERVILLE (DYB)

ORIG-A 08157 (FAA)

DEPARTURE PROCEDURE: Rwv 6, climb heading 054° to 600 before procedding on course. Rwy 24, climb heading 234° to 600 before turning north. NOTE: Rwv 6. tree 842' from departure end of runway, 413'

right of centerline, 413' right of centerline, 84' AGL/114' MSI Tree 647' from departure end of runway 6' left of centerline, 62' AGL/92' MSL. Tree 642' from departure end of runway, 31' left of centerline, 58' AGL/88' MSL. Rwv 24. tree 1169' from departure end of runway, 96' left of centerline, 72' AGL/99' MSL. Tree 1183' from departure end of runway, 159' right of centerline, 70' AGL/97' MSL. Tree 1176' from departure end of runway. 59' left of centerline, 69' AGL/96' MSL, Tree 846' from departure end of runway, 227' left of centerline, 65' AGL/ 92'MSI

SUMTER, SC

SUMTER (SMS)

AMDT 1 09295 (FAA) TAKE-OFF MINIMUMS: Rwys 14, 32, NA-VFR only

Rwy 23, std. w/a min. climb of 221' per NM to 800 or 900-21/2 for climb in visual conditions DEPARTURE PROCEDURE: Rwy 23, for climb in visual conditions: cross Sumter airport at or above 900 MSL

before proceeding on course. NOTE: Rwv 23, trees beginning 2876' from DER, 559' left of centerline, up to 72' AGL/251' MSL, Trees beginning 117' from DER, 210' right of centerline, up to

TARBORO, NC

TARBORO-EDGECOMBE

86' AGL/265' MSL.

DEPARTURE PROCEDURE: Rwv 27, climb runwav heading to 500 before turning.

UNION.SC

UNION COUNTY, TROY SHELTON FIELD

NOTE: Rwv 5, tree 1315' from departure end of runway. 400' left of centerline, 80' AGL/675' MSL. Tree 1340' from departure end of runway, 280' right of centerline, 51' AGL/678' MSL. Rwy 23, tree 38' from departure end of runway, 115' right of centerline, 10' AGL/583' MSL, Tree 58' from departure end of runway, 80' left of centerline, 28' AGL/584' MSL. Tree 1890' from departure end of runway, 400' right of centerline, 85' AGL/657' MSL. Tree 2005' from departure end of runway, 425' left of centerline, 95' AGL/667' MSL.



WADESBORO, NO ANSON COUNTY

TAKE-OFF MINIMUMS: Rwv 16, 300-2 or std. with a min, climb of 220' per NM to 700, or alternatively, with standard takeoff minimums and a normal 2001/NM climb gradient, take-off must occur no later than 1800' prior to departure end of runway DEPARTURE PROCEDURE: Rwv 16, climb via heading 162° to 900 before proceeding on course. NOTE: Rwv 16, terrain 31' from departure end of runway, 345' right of centerline, 0' AGL/319' MSL. Terrain 139' from departure end of runway, 120' right of centerline, 0' AGL/309' MSL Terrain 305' from departure end of runway, 475' right of centerline, 0' AGI /309 MSI Tree 1263 from departure end of runway, 425' left of centerline, 58' AGL/353' MSL. Tree 1381' from departure end of runway, 427' left of centerline 61' AGL /356' MSL Tree 1329' from departure end of runway, 262' right of centerline, 45' AGI /340 MSI. Tree 1337 from departure end of runway, 300' right of centerline, 48' AGL/343' MSL. Tree 1651' from departure end of runway, 282' left of centerline 60' AGL /355' MSL. Tree 1875' from departure end of runway, 142' left of centerline, 59' AGL/354' MSL. Tree 1897' from departure end of runway, 71' left of centerline, 53' AGL/347' MSL. Tree 2658' from departure end of runway, 55' left of centerline, 68' AGL/363' MSL, Tree 2734' from departure end of runway, 78' right of centerline, 77' AGL/372' MSL. Tree 3031' from departure end of runway, 156' right of centerline, 80' AGL/375' MSL. Tree 3080' from departure end of runway, 383' right of centerline, 82' AGL/377' MSL, Tree 1,62 NM from departure end of runway, 2363' left of centerline, 100' AGL/569 MSL. Rwv 34, tree 3117 from departure end of runway, 1064' right of centerline, 87' AGL/384' MSL. Building 2841' from departure end of runway. 657' right of centerline 80' AGL/377' MSL Silo 2712' from departure end of runway, 604' right of centerline, 88' AGL/385' MSL, Tree 2531' from departure end of runway, 276' right of centerline, 92' AGL/389' MSL. Tree 2890' from departure end of runway, 740' left of centerline, 100' AGL/439' MSL. Tree 2267' from departure end of runway, 381' right of centerline, 84' AGL/381' MSL, Tree 1947' from departure end of runway, 785' right of centerline, 82' AGL/379' MSL. Tree 1830' from departure end of runway, 699' right of centerline, 71' AGL/368' MSL. Tree 1997 from departure end of runway, 17 right of centerline, 84' AGL/381' MSL. Tree 1972' from departure end of runway, 57' right of centerline, 82' AGL/379' MSL. Tree 1879' from departure end of runway, 51' left of centerline, 85' AGL/382' MSL. Railroad and train 1618' from departure end of

runway, on centerline, 23' AGL/354' MSL. Tree 1651'

75' AGL/372' MSL. Tree 1540' from departure end of runway, 230' left of centerline, 71' AGL/369' MSL.

Tree 1503' from departure end of runway, 367' left of

centerline, 75' AGL/372' MSL.

from departure end of runway, 133' left of centerline,

WALLACE, NC

HENDERSON FIELD (ACZ)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: Rwv 9, 300-1 or std. w/ min, climb of 389' per NM to 400.

NOTE: Rwv 9. trees 2329' from DER, 462' left of centerline 100' AGL /119' MSL Pole 5056' from DER, 1074' left of centerline, 183' AGL/216' MSL. Rwy 27, vehicles on roadway 299' from DER 421' right of centerline, 15' AGL/54' MSL, Trees 4916' from DER, 1296' left of centerline, 100' AGL/169'

WALNUT COVE. NC

MEADOW BROOK FIELD

TAKE-OFF MINIMUMS: Rwvs 16.34, 800-2 or std. with a min. climb of 270' per NM to 3000.

WALTERBORO, SC

LOW COUNTRY RGNL

TAKE-OFF MINIMUMS: Rwy 5, 300-1 or std. with a min. climb of 280' per NM to 300.

NOTE: Rwv 5. 93' AGL tree 960' from departure end of runway, 710' right of centerline, Rwv 9, 75' AGL tree 365' from departure end of runway, 575' right of centerline, Rwv 17, 74' AGL tree 508' from departure end of runway, 635' right of centerline. Rwy 23. 84' AGL tree 710' from departure end of runway, 675' left of centerline, Rwy 35, 69' AGL tree 1062' from departure end of runway, 690' right of centerline.

WASHINGTON, NC

WARREN FIFI D

TAKE-OFF MINIMUMS: Rwv 23, 300-1 or std. with a min. climb of 250' per NM to 300. DEPARTURE PROCEDURE: Rwvs 17.29.35.

climb runway heading to 400 before turning.

WAXHAW, NC

JAARS-TOWNSEND (N52) ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: Rwv 4. 300-1 or std. w/ min. climb of 255' per NM to 900, or alternatively. with standard takeoff minimums and a normal 2001/ NM climb gradient, takeoff must occur no later than 2200' prior to DER.

NOTE: Rwy 4, trees beginning 3' from DER, left and right of centerline, up to 100' AGL/759' MSL. Rwy 22, trees beginning 2' from DER, left and right of centerline, up to 100' AGL/709' MSL.

WHITEVILLE, NC

COLUMBUS COUNTY MUNI (CPC) ORIG 09183 (FAA)

NOTE: Rwy 6, trees beginning 2145' from DER, 553' right of centerline, up to 100' AGL/189' MSL. Trees beginning 2690' from DER, 838' left of centerline, up to 100' AGL/169' MSL. Rwy 24, trees beginning 1706' from DER, 831' right of centerline, up to 100' AGL/209' MSL. Trees beginning 732' from DER, 396' left of centerline, up to 100' AGL/209' MSL.



WILLIAMSTON, NO MARTIN COUNTY

NOTE: Rwv 3, trees beginning 158' from departure end of runway, 98' right of centerline, up to 100' AGL/172' MSL. Trees beginning 3041' from departure end of runway 168' left of centerline up to 100' AGL /172' MSL Rwy 21, trees beginning 130' from departure end of runway 57' right of centerline up to 100' AGL /168' MSL Trees beginning 1393' from departure end of runway. 411' left of centerline up to 100' AGL/168' MSL. Vehicle on road 428' from departure end of runway 15' AGL /80' MSI

WILMINGTON, NC

WILMINGTON INTL

NOTE: Rwv 6, tree 2723' from departure end of runway. 558' left of centerline 57' AGL/90' MSL. Tree 3201' from departure end of runway 401' right of centerline 73' AGL/110' MSL. Tree 3552' from departure end of runway, 643' right of centerline, 78' AGL/118' MSL. Rwy 17, multiple trees beginning 177' from departure end of runway, 438' right of centerline, up to 32' AGL/49' MSI Tree 187' from departure end of runway 545' left of centerline, 24' AGL/41' MSL. Multiple trees beginning 418' from departure end of runway, 540' left of centerline, up to 39' AGL/53' MSL. Tree 620' from departure end of runway, 246' left of centerline, 24' AGL/ 38'MSL. Tree 1468' from departure end of runway, 684' right of centerline, 66' AGL/83' MSL. Tree 1689' from departure end of runway, 592' right of centerline, 52' AGL/69' MSL. Transmission lines 3347' from departure end of runway, 1300' left to 1300' right of centerline, 135' AGL/160' MSL. Rwv 24. tree 163' from departure end of runway, 454' left of centerline, 61' AGL/75' MSL. Multiple trees beginning 1663' from departure end of runway, 277' left of centerline, up to 66' AGL/83' MSL. Rwv 35, tree 1500' from departure end of runway, 300' right of centerline, 50' AGL/83' MSL, Funnel 1796' from departure end of runway, 882' left of centerline, 57' AGL/ 90' MSL. Multiple trees beginning 1916' from departure end of runway, 138' right of centerline, up to 94' AGL/131' MSL. Multiple trees beginning 2486' from departure end of runway, 143' left of centerline, up to 107' AGL/140' MSL.

WILSON, NC

WILSON INDUSTRIAL AIR CENTER

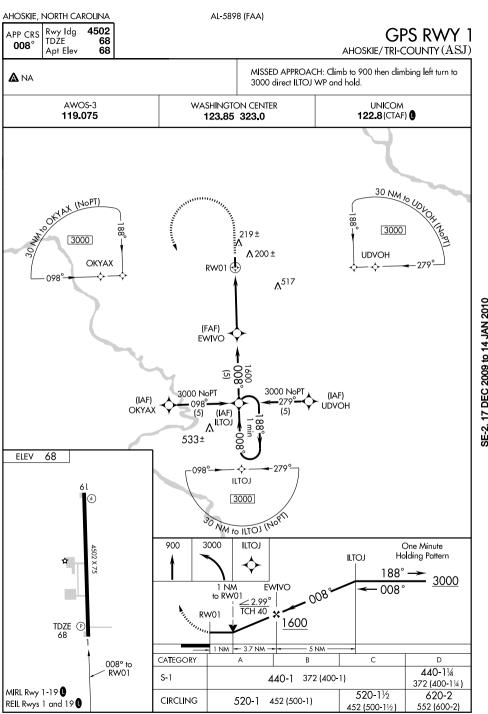
DEPARTURE PROCEDURE: For departures 260° CW 320°: Rwy 27, climbing left turn to 2500 on heading 260° before proceeding on course. Rwvs 15.21, climbing right turn to 2500 on heading 260° before proceeding on course, Rwys 3.9.33, climbing left turn to 2500 on heading 320° before proceeding on course.

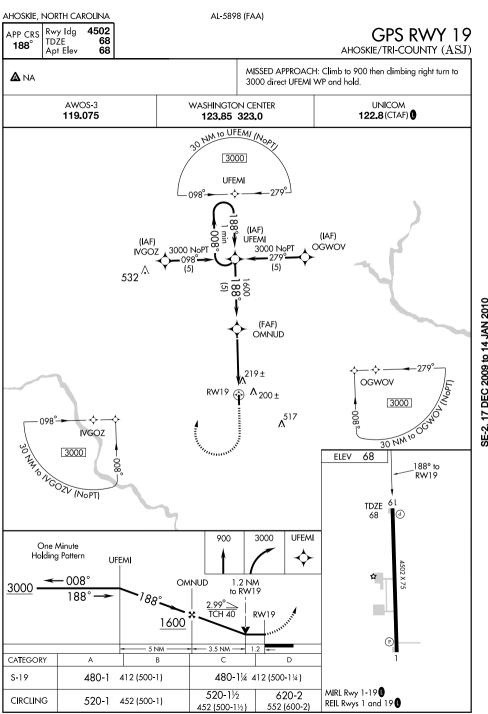
WINSTON-SALEM, NC SMITH REYNOLDS (INT)

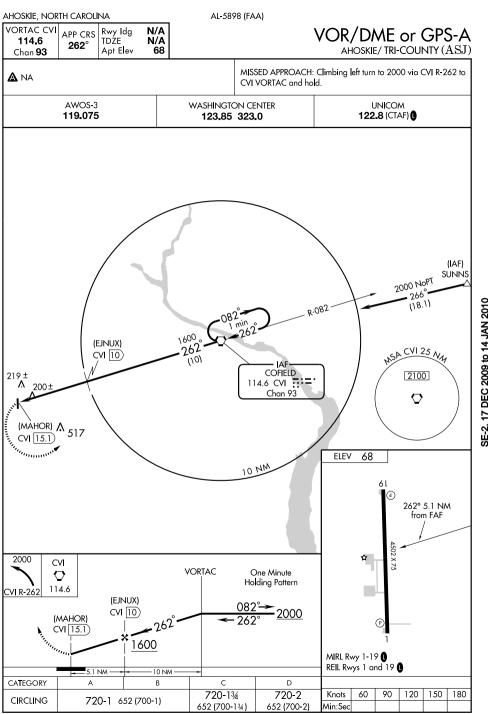
AMDT 6 09015 (FAA)

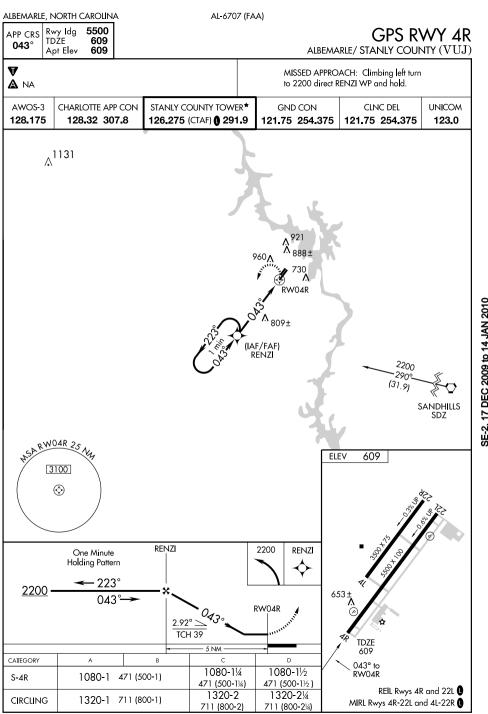
TAKE-OFF MINIMUMS: Rwy 22, 500-23 or std. with a min. climb of 330' per NM to 1600.

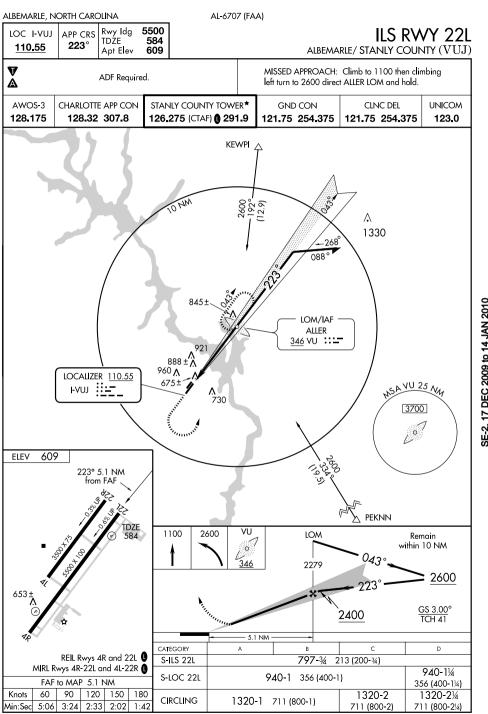
NOTE: Rwv 4, multiple trees beginning 1014' from departure end of runway, 159' left of centerline, up to 92' AGL/1041' MSL Multiple trees beginning 2' from departure end of runway 195' right of centerline up to 62' AGL/1051' MSL. Rwv 15, bush and multiple trees beginning 109' from departure end of runway 237' left of centerline, up to 81' AGL/960' MSL. Multiple trees beginning 123' from departure end of runway 433' right of centerline, up to 66' AGL /945' MSL. Rwy 22, multiple trees beginning 376' from departure end of runway 136' left of centerline up to 65' AGL/1014' MSL. Antenna 4538' from departure end of runway, 1044' left of centerline, 189' AGL/ 1138 MSI Tower 2.1 NM from departure end of runway, 2784' left of centerline, 468' AGL/1395' MSL. Antenna on building 2 3 NM from departure end of runway, 3230' left of centerline, 460' AGL/1376' MSL. Rwv 33, floodlight, multiple hangars, poles, and trees beginning 230' from departure end of runway 41' left of centerline, up to 74' AGL/1083' MSL, Pole, windsock, multiple buildings and trees beginning 13' from departure end of runway, 141' right of centerline, up to 85' AGL/1084' MSL.





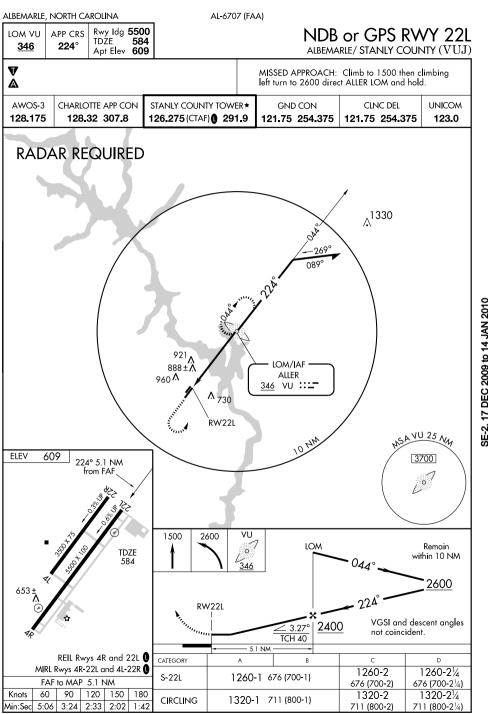


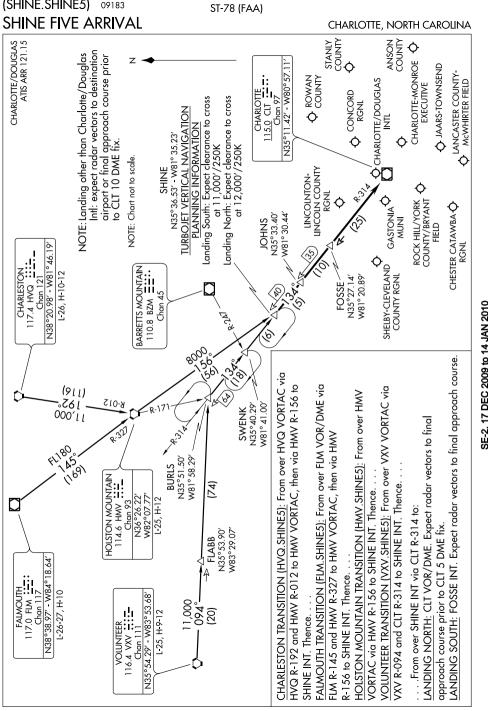


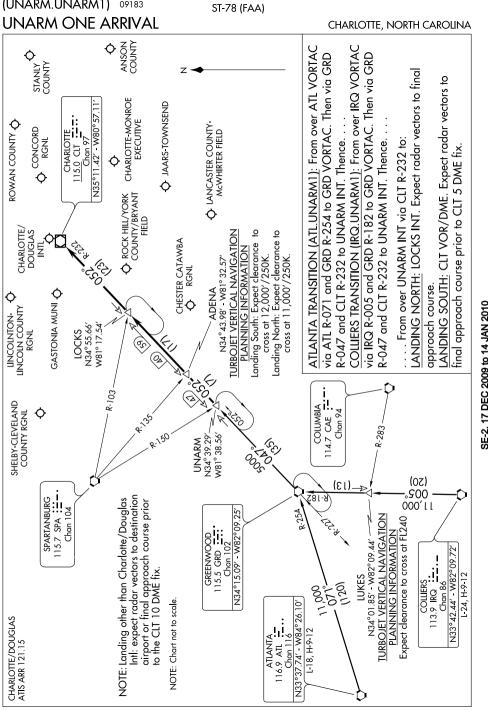


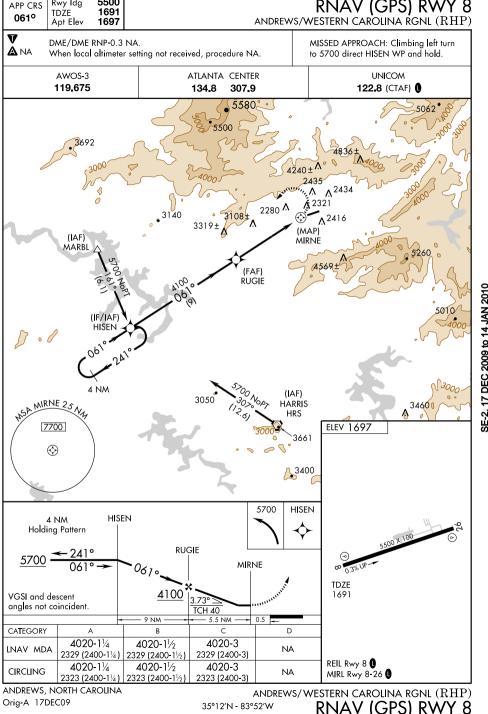
(NASCR.NASCR1) 07298 ST-9155 (FAA) NASCR ONE ARRIVAL CONCORD, NORTH CAROLINA CHARLOTTE/DOUGLAS ATIS ARR 121.15 LYNCHBURG ARR (From over CTF) 109.2 LYH 💳∷ Chan 29 ARR (From over GSO, LIB) N37°15.28′ 128,325 W79° 14.19′ ROANOKE L-26-36, H-10-12 109.4 ROA :-Chan 31 NOTE: FKN TRANSITION-Propellers Only. FRANKLIN 110.6 FKN ::-HENBY N36° 43.17′ - W80° 01.49′ NAVIGATION Chan 43 N36° 42.85' W77°00.74′ PLANNING INFORMATION L-35-36, H-9-10-12 Turbojets expect clearance to cross at 12,000'. Propellers expect to cross at 11,000'. **GREENSBORO** 116.2 GSO ... **ARGAL** Chan 109 N36° 10.28′ SE-2, 17 DEC 2009 to 14, IAN 2010 N36° 02.74′ W78° 09.92′ W79° 58 58' 6000 R-088 268 (88)**PONTI** N35°39.03′ W80°21.25' TAR RIVER ROWAN 0004 COUNTY O 117.8 TYL ... Chan 125 RALEIGH-DURHAM (36) 117.2 RDU :::: Chan 119 ROUSH N35°33.38' W80°16.76′ CONCORD LIBERTY__. **RGNL** 113.0 LIB :-... O Chan 77 STANLY N35°48.70' COUNTY NASCR N35° 27.33′ - W80° 32.32′ W79°36.76′ L-25-36, H-9-12 VERTICAL NAVIGATION PLANNING INFORMATION NOTE: LIB TRANSITION-Propellers 12,000' or below. Expect clearance to cross at 4000' or as assigned by ATC. CHESTERFIELD 108.2 CTF =:-**FLORENCE** Chan 19 15.2 FLO ::=: N34° 39.03′ Chan 99 W80° 16.50° N34° 13.98 W79°39.43′ L-24-35-36, H-9-12 NOTE: DME Required. (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

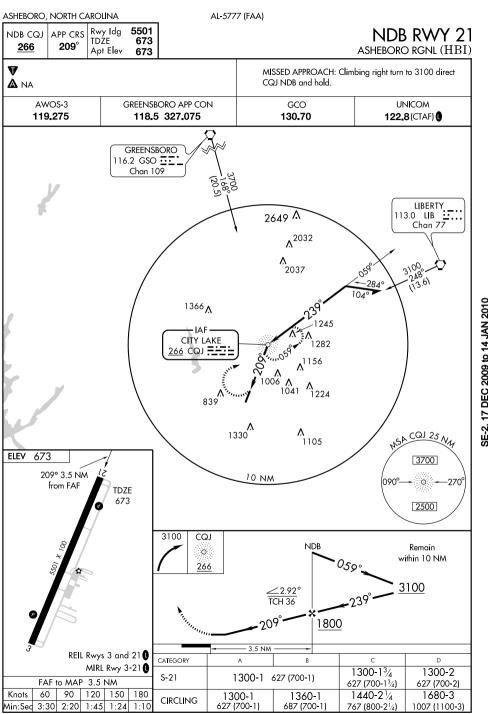
ST-9155 (FAA) 01305 NASCR ONE ARRIVAL (NASCR.NASCR1) CONCORD, NORTH CAROLINA ARRIVAL DESCRIPTION FLORENCE TRANSITION (FLO.NASCR1): From over FLO VORTAC via FLO R-312 to CTF VOR/DME then via CTF R-348 to NASCR INT. Thence.... FRANKLIN TRANSITION (FKN.NASCR1): From over FKN VORTAC via FKN R-249 to ARGAL INT then via GSO R-088 to GSO VORTAC then via GSO R-221 to NASCR INT. Thence.... LIBERTY TRANSITION (LIB.NASCR1): From over LIB VORTAC via LIB R-248 to NASCR INT. Thence.... LYNCHBURG TRANSITION (LYH.NASCR1): From over LYH VORTAC via LYH R-235 to HENBY INT then via GSO R-360 to GSO VORTAC then via GSO R-221 to NASCR INT. Thence....From over NASCR INT expect vectors to final approach course.

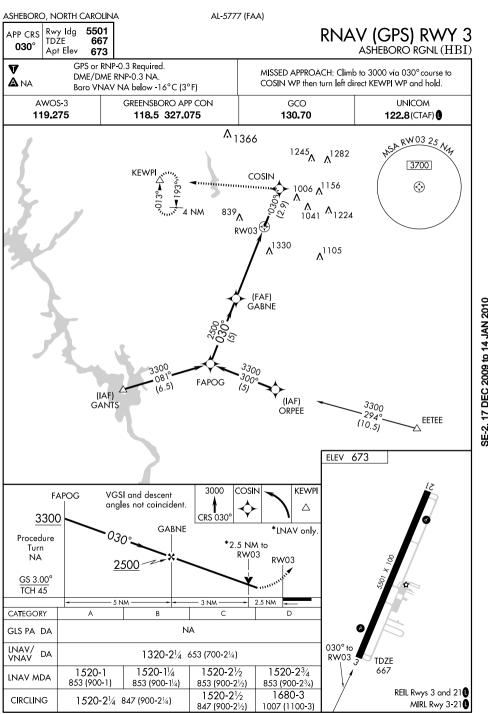


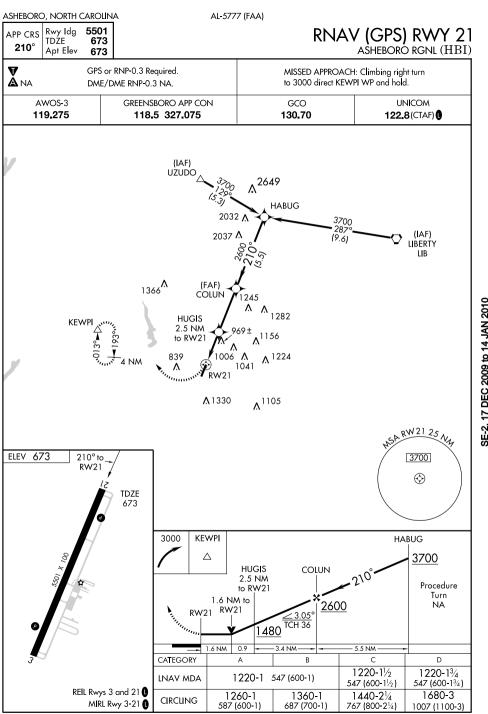


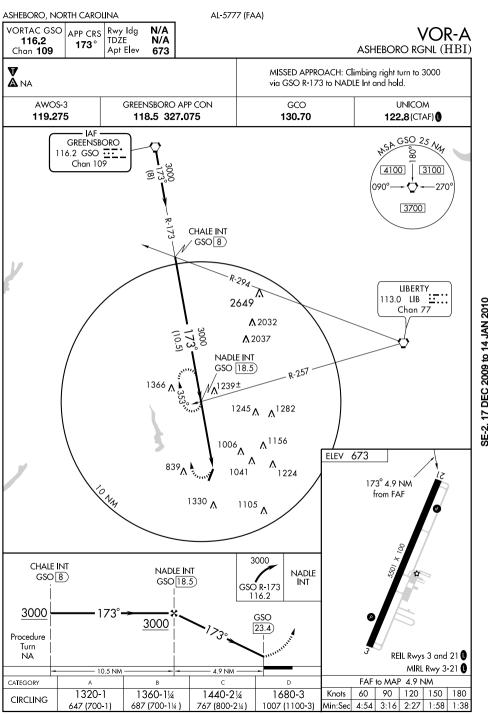


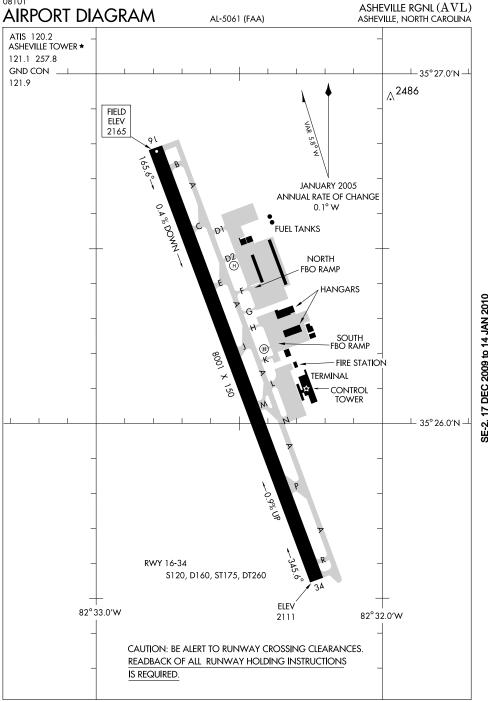








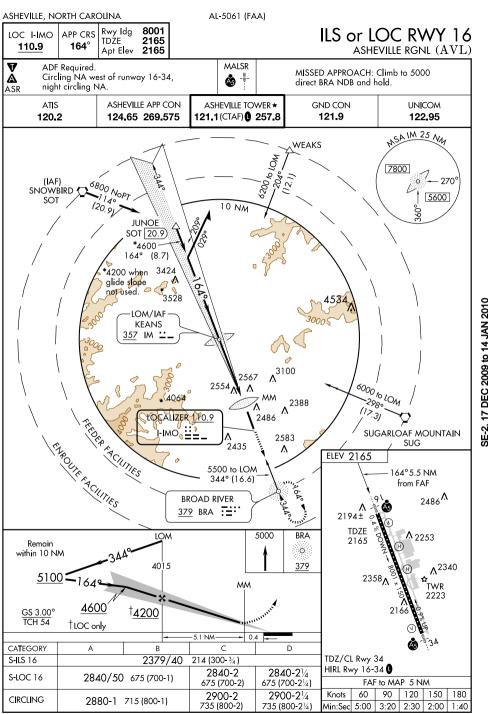


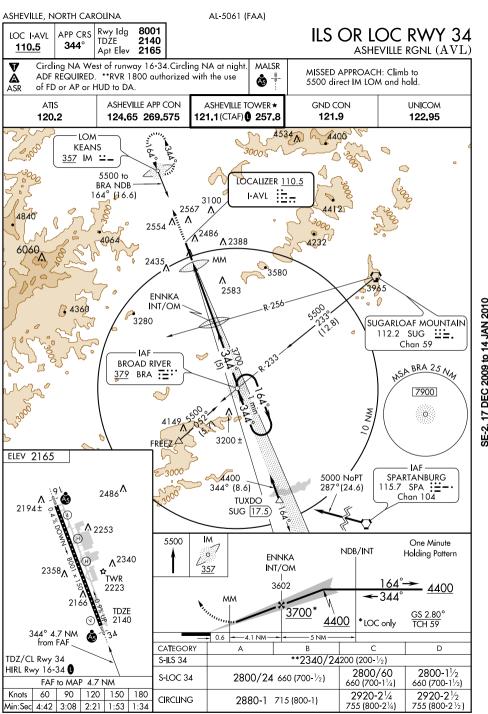


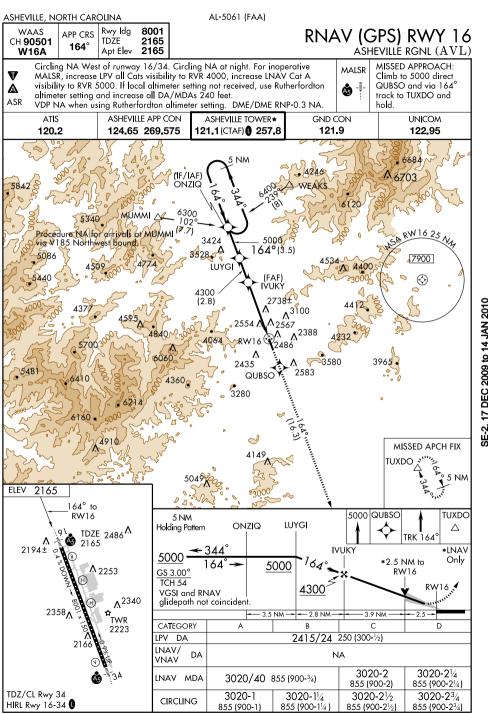
(AVL3.AVL) 09127 SL-5061 (FAA) ASHEVILLE RGNL (AVL) ASHEVILLE THREE DEPARTURE ASHEVILLE, NORTH CAROLINA ATIS 120.2 GND CON 121.9 HOLSTON MOUNTAIN ASHEVILLE TOWER★ 114.6 HMV ::: 121.1 (CTAF) 257.8 Chan 93 ASHEVILLE DEP CON N36° 26.22′-W82° 07.77′ 124.65 351.8 L-25. H-9-12 CLNC DEL/AIRBORNE 132.625 281.1 (when twr closed) VOLUNTEER 116.4 VXV **∷∷** BARRETTS MOUNTAIN **SNOWBIRD** Chan 111 110.8 BZM **= ∵**:. 108.8 SOT **∺∸**-N35° 54 29′ Chan 45 Chan 25 W83° 53.68' N35°52.13′-W81°14.43′ N35° 47.41′ L-25, H-9-12 L-25 W83° 03.14′ L-25 H-9-12 SUGARLOAF MOUNTAIN 112.2 SUG :::-. Chan 59 N35°24.39′-W82°16.12′ L-25 **HARRIS** <u>109.8</u> HRS ∷∷ Chan 35 N34° 56.58′ SPARTANBURG W83° 54.94′ 115.7 SPA **:::::::-**• L-25, H-9-12 CHARLOTTE Chan 104 115.0 CLT ==== N35° 02.02′-W81°55.62 Chan 97 L-24-25, H-9-12 N35°11.42′ W80° 57.11' L-25-36, H-9-12 ELECTRIC CITY 108.6 ELW :=.. Chan 23 N34° 25.15′ **FOOTHILLS** W82°47.08′ **GREENWOOD** 113.4 ODF L-18 115.5 GRD --: Chan 81 Chan 102 N34° 41.75′ N34° 15.09′ W83° 17.86′ W82°09.25' L-25, H-9-12 L-24, H-9-12 TAKE-OFF OBSTACLE NOTES: Rwy 16: Tree 207' from DER, 529' left of centerline, 100' AGL/2148' MSL. Rwy 34: Tree 543' from DER, 614' left of centerline, 100' AGL/2194' MSL. Tree 81' from DER, 41' left of centerline, 100' AGL/2172' MSL. COLLIERS 113.9 IRQ 📴 TAKE-OFF MINIMUMS: Chan 86 Rwy 16: Standard with minimum climb of 360' per NM to 6100'. N33° 42.44′ -W82° 09.72′ Rwy 34: Standard with minimum climb of 380' per NM to 5700'. L-24, H-9-12 (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

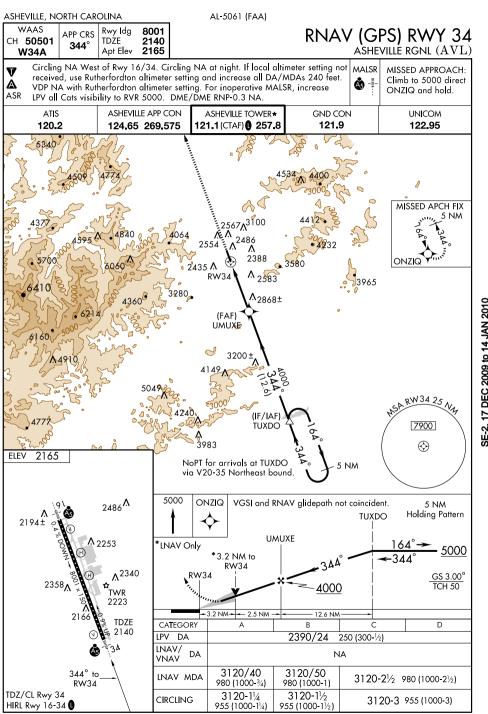
SE-2, 17 DEC 2009 to 14, IAN 2010

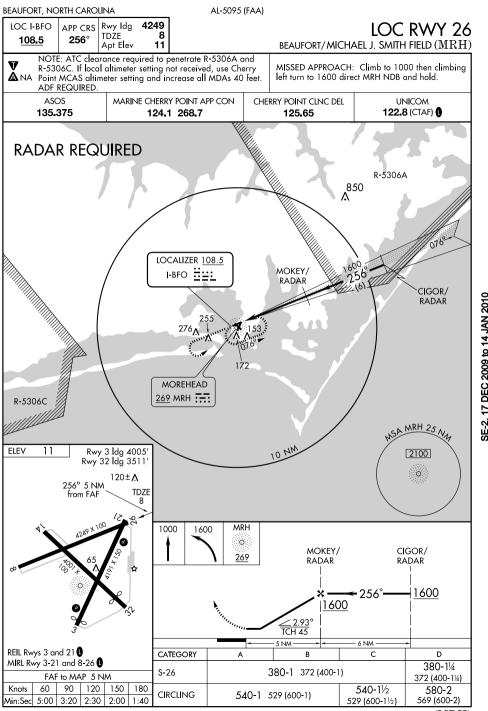
(AVL3.AVL) 09127 SL-5061 (FAA) ASHEVILLE RGNL (AVL) ASHEVILLE THREE DEPARTURE ASHEVILLE, NORTH CAROLINA V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 16: Climb heading 164° to 10000' or lower filed altitude. Expect radar vectors to join filed route/fix when leaving 6100'. Thence.... TAKE-OFF RUNWAY 34: Climb heading 344° to 10000' or lower filed altitude. Expect radar vectors to join filed route/fix when leaving 5700'. Thence....Aircraft filed at or above 11000' maintain 10000' and expect filed altitude/flight level ten minutes after departure. SE-2, 17 DEC 2009 to 14, IAN 2010

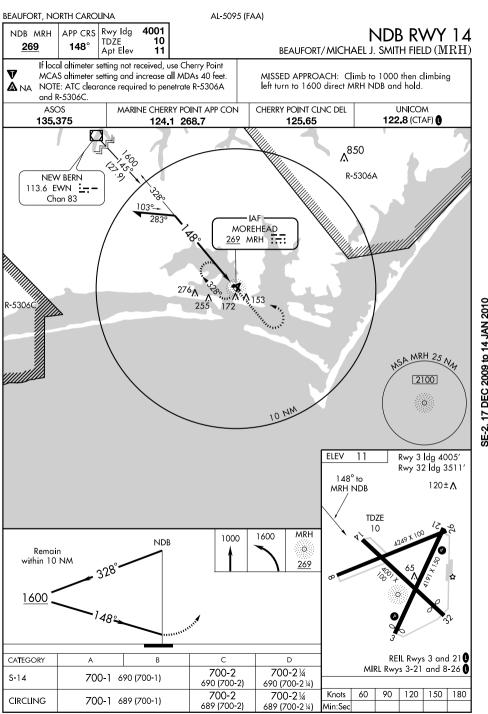


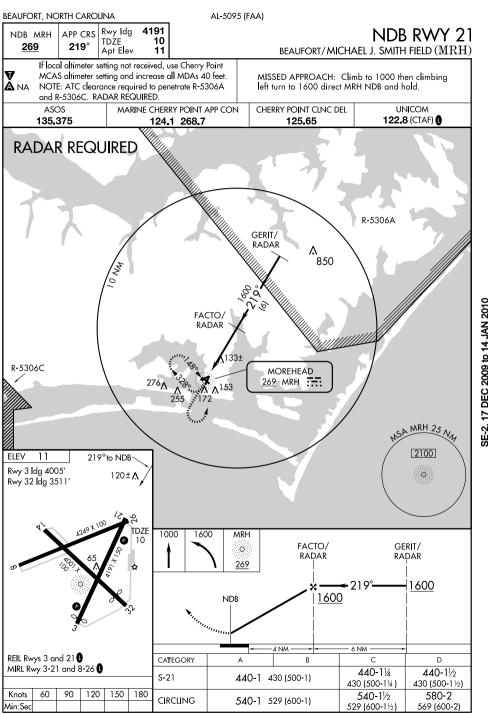






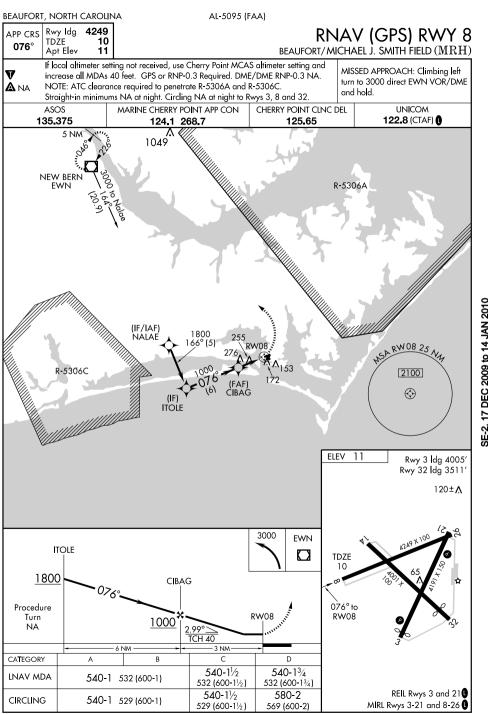


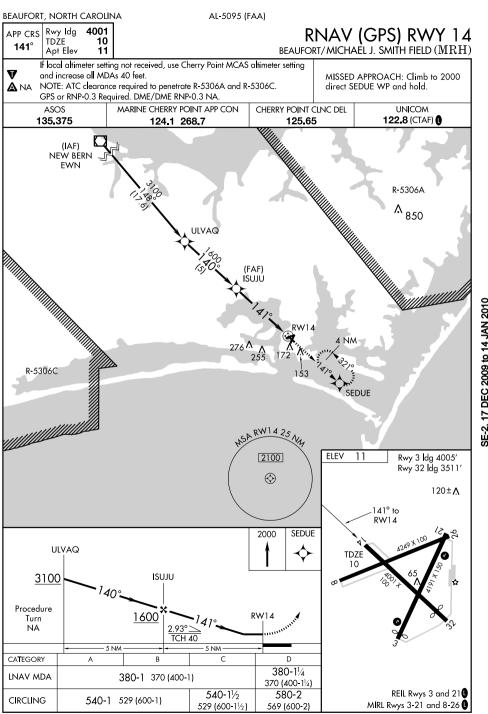


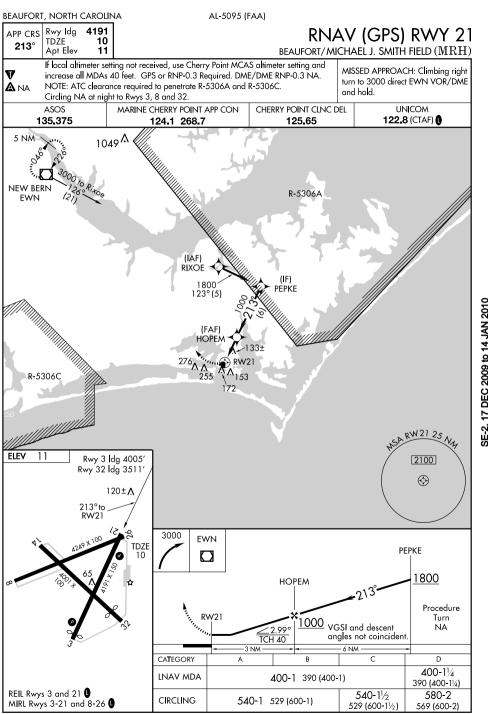


BEAUFORT, NORTH CAROLINA AL-5095 (FAA) RNAV (GPS) RWY 3 BEAUFORT/MICHAEL J. SMITH FIELD (MRH) 4005 Rwy Ida APP CRS 10 TDŻE 033° Apt Elev 11 If local altimeter setting not received, use Cherry Point MCAS altimeter setting and MISSED APPROACH: Climbing left increase all MDAs 40 feet. GPS or RNP-0.3 Required, DME/DME RNP-0.3 NA. turn to 3000 direct EWN VOR/DME A NA NOTE: ATC clearance required to penetrate R-5306A and R-5306C. and hold. Straight-in minimums NA at night. Circling NA at night to Rwys 3, 8 and 32. MARINE CHERRY POINT APP CON CHERRY POINT CLNC DEL UNICOM ASOS 122.8 (CTAF) 0 135.375 124.1 268.7 125.65 5 NM 1049 NEW BERN EWN R-5306A NSA RW03 25 NA 2100 R-5306C \Diamond (IF/IAF) FOBEK 1800 ELEV Rwy 3 ldg 4005' 123° (5) **JIDON** Rwy 32 ldg 3511' 120±Λ 3000 **EWN JIDON** 1800 WOVIP Procedure RW03 Turn 1000 **TDZE** VGSI and descent NA 2.99° TCH 40 10 angles not coincident. 6 NM -3 NM-033° to CATEGORY C D RW03 480-11/4 480-11/2 LNAV MDA 480-1 470 (500-1) 470 (500-11/4) 470 (500-11/2) REIL Rwys 3 and 21 540-11/2 580-2 CIRCLING 540-1 529 (600-1) 569 (600-2) MIRL Rwys 3-21 and 8-26 529 (600-11/2)

SE-2, 17 DEC 2009 to 14, IAN 2010



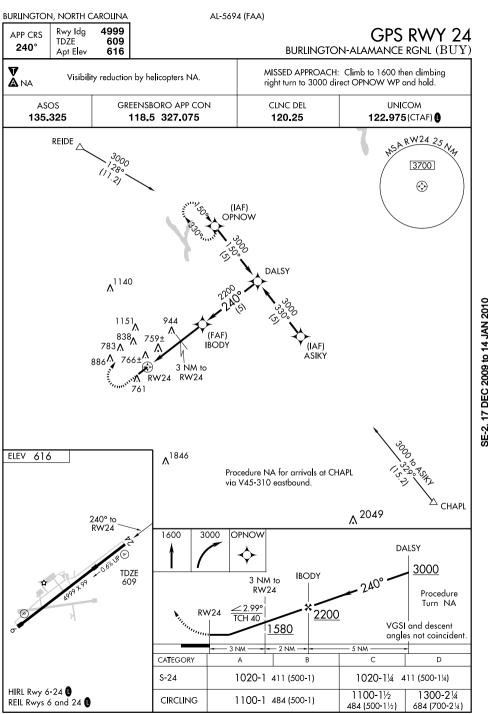


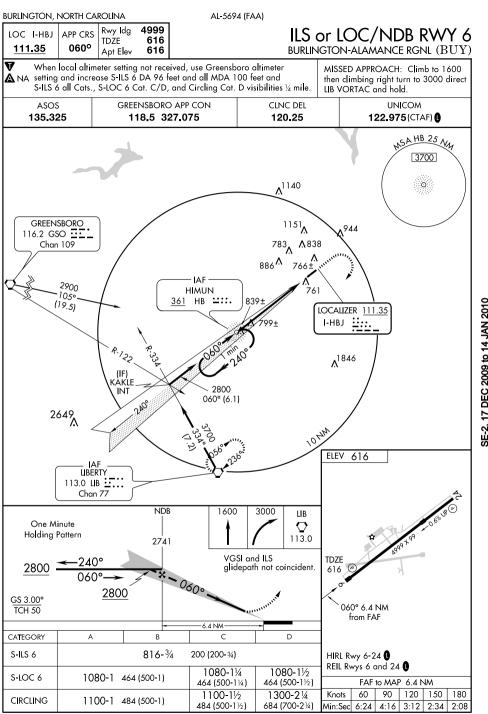


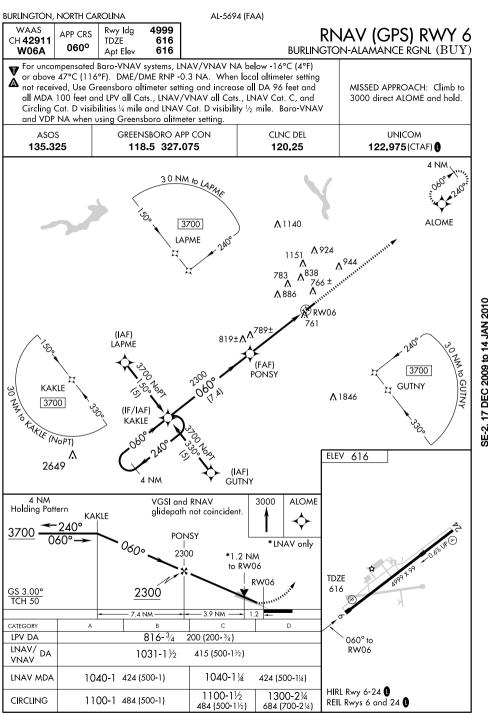
AL-5095 (FAA) BEAUFORT, NORTH CAROLINA Rwy Ida RNAV (GPS) RWY 26 APP CRS TDŹE 8 256° Apt Elev 11 BEAUFORT/MICHAEL J. SMITH FIELD (MRH) If local altimeter setting not received, use Cherry Point MCAS altimeter setting and MISSED APPROACH: Climbing right increase all MDAs 40 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. V turn to 3000 direct EWN VOR/DME NOTE: ATC clearance required to penetrate R-5306A and R-5306C. **A** NA Circling NA at night to Rwys 3, 8 and 32. VDP NA with Cherry Point MCAS altimeter and hold. ASOS MARINE CHERRY POINT APP CON CHERRY POINT CLNC DEL LINICOM 135.375 125,65 122.8 (CTAF) (124.1 268.7 5 NM R-5306A (IAF) WABIK 1900 66° (5) SE-2, 17 DEC 2009 to 14, IAN 2010 (IF) CESIS ²⁷⁶∧ ∧ 255 (FAF) ∆₁₅₃ HADPI R-5306C RW 26 25 NA **ELEV** Rwy 3 ldg 4005' 2100 Rwy 32 ldg 3511' \Diamond 120±Λ 256° to RW26 **TDZE** 3000 **EWN CESIS** 1900 HADP 1.1 NM to RW26 Procedure RW26 Turn 1000 NA 2.99° TCH 40 -1.9 NM 6 NM -CATEGORY С D Α В 400-11/4 LNAV MDA 400-1 392 (400-1) 392 (400-11/4) 540-11/2 REIL Rwys 3 and 21 580-2 **CIRCLING** 540-1 529 (600-1) MIRL Rwys 3-21 and 8-26 (529 (600-11/2) 569 (600-2)

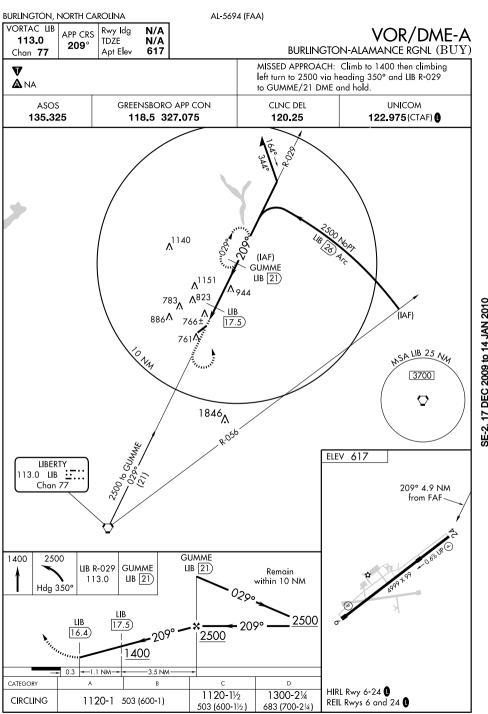
BEAUFORT, NORTH CAROLINA AL-5095 (FAA) 3511 Rwy Ida RNAV (GPS) RWY 32 APP CRS TDŹF 10 321° BEAUFORT/MICHAEL J. SMITH FIELD (MRH) Apt Elev 11 If local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDAs 40 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. MISSED APPROACH: Climb to V NOTE: ATC clearance required to penetrate R-5306A and R-5306C. 3000 direct EWN VOR/DME **A** NA Circling NA at night to Rwys 3, 8 and 32. VDP NA with Cherry Point MCAS altimeter and hold setting. Straight-in minimums NA at night. ASOS MARINE CHERRY POINT APP CON CHERRY POINT CLNC DEL UNICOM 135.375 124.1 268.7 125,65 122.8 (CTAF) (5 NM 1049 000 to lange NEW BERN R-5306A **EWN** RW32 R-5306C (FAF) EXAVE RW32 25 NZ ELEV Rwy 3 ldg 4005' 2100 Rwy 32 ldg 3511' \Diamond 120±Λ 3000 **EWN** 4 NM LAVTE Holding Pattern **EXAVE** 1.3 NM to RW32 TDZE RW32 1000 2.98° TCH 40 -1.7 NM 6 NM -CATEGORY D Α В 321° to RW32 480-11/4 480-11/2 LNAV MDA 480-1 470 (500-1) 470 (500-11/4) 470 (500-1½) REIL Rwys 3 and 21 540-11/2 580-2 CIRCLING 540-1 529 (600-1) MIRL Rwys 3-21 and 8-26 529 (600-11/2) 569 (600-2)

SE-2, 17 DEC 2009 to 14, IAN 2010

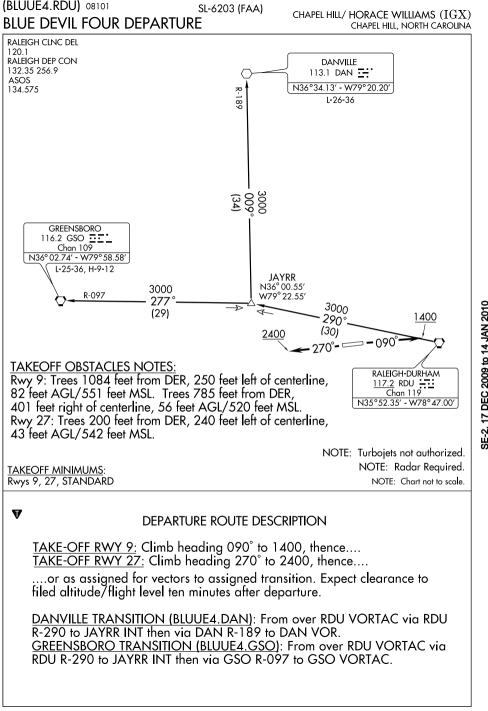








CAMP MACKALL, NORTH CAROLINA NDB or GPS RWY 11 Rwy Idg TDZE 4239 APCH CRS 375 MACKALL AAF (HFF) 278 115° AL-6315 [USA] Arpt Elev 376 Procedure not authorized at night when tower closed. 🛕 NA MISSED APPROACH: Climbing right turn to 2000 in When local altimeter setting not available, use SIMMONS AAF altmimeter setting and increase all MDA's 120 feet. HFF NDB holding pattern. MACKALL TOWER ★ GND CON ATIS FAYETTEVILLE APP CON 121.0 254.4 41.75 251.05 141.4 127.8 343.725 SANDHILLS SDZ •• Chan 55 **∧** 834 831 ·IAF MACKALL 2950 R-5311 A, B, C HFF ::= 278 MORUS INT 460 ۸ **FAYETTEVILLE** 2000 - 279° (30.2) 2000 082° ۸ (22.6) 724 HFF LILLS 418 RAEFO 2300 10 NM 2000 376 NDB **ELEV** * 1100 when using Simmons AAF altimeter setting Rwy 11 ldg 4239' MORŲS INT 2000 Remain within 10 NM 115° to HFF NDB 980* CATEGORY Α В 980-13/ 980-2 S-11 980-1 605 (700-1)605 (700-1%) 605 (700-2) 980-13/4 980-2 **CIRCLING** 980-1 604 (700-1) 604 (700-1%) 604 (700-2) NDB/VOR MINIMUMS 419 860-11/4 860-11/2 S-11 860-1 485 (500-1) 485 (500-11/4) 485 (500-11/2) 860-11/2 940-2 CIRCLING 860-1 484 (500-1) 484 (500-1½) 564 (600-2) CAMP MACKALL, NORTH CAROLINA (HFF) 35°02′N-79°30′W MACKALL AAF



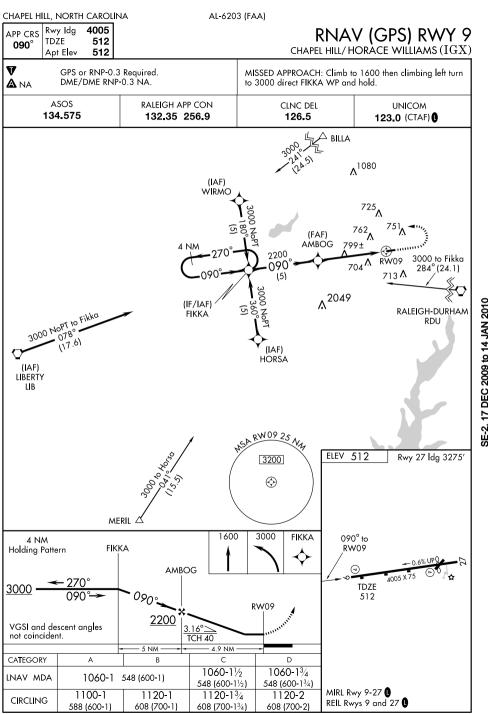
07298 ST-516 (FAA) BUZZY SIX ARRIVAL (BUZZY.BUZZY6) RALEIGH/DURHAM, NORTH CAROLINA RAIFIGH APP CON 128.3 307.9 HENDERSON-**RALEIGH-DURHAM ATIS** PERSON COUNTY • **OXFORD** 123.8 HORACE O RALEIGH-DURHAM INTL **BUZZY** N35°30.32′ - W79°23.14′ Turbojets: Expect clearance to cross RALEIGH-DURHAM at 11,000' at 250K IAS 117.2 RDU :-: (in a Northeast operation). Chan 119 SANFORD-LEE COUNTY N35°52.35' **RGNL** W78°47.00′ SANDHILLS 111.8 SDZ =:. Chan 55 N35°12.93′ - W79°35.28′ **TENNI** N34°46.90′ - W80°03.81′ Turbojets: Expect clearance to cross at FL210. **FLORENCE** 115.2 FLO :-Chan 99

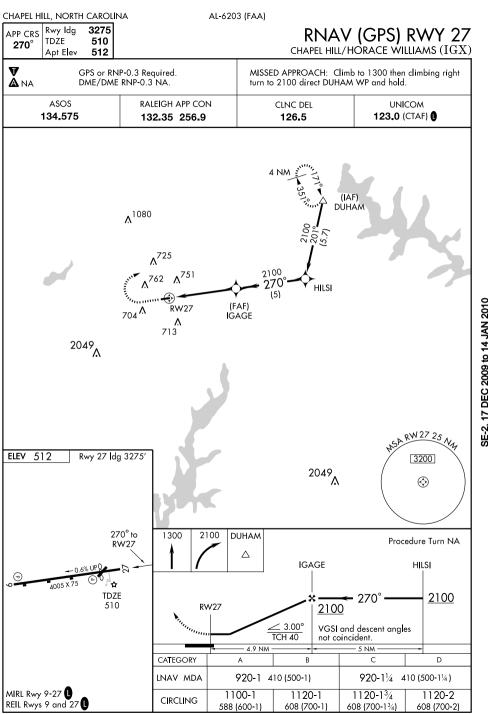
From over Columbia (CAE) via CAE R-043 and Sandhills (SDZ) R-225 to SDZ. Thence via SDZ R-033 to BUZZY INT. Thence via Raleigh-Durham (RDU) R-237 to RDU. Expect radar vectors to final approach course after BUZZY INT.

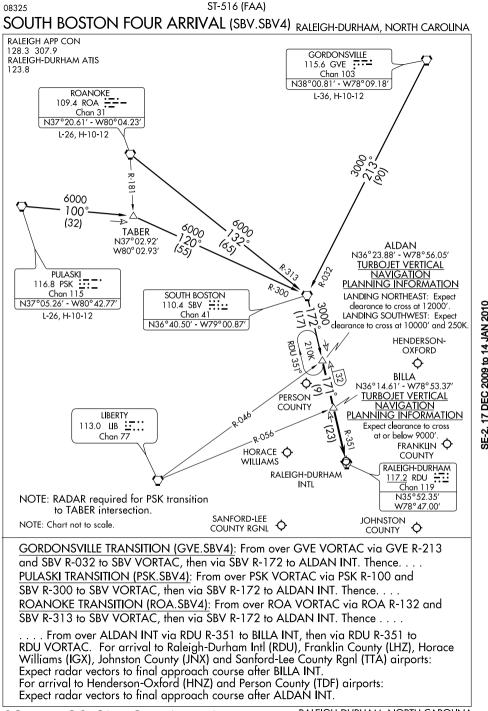
SE-2, 17 DEC 2009 to 14 .IAN 2010

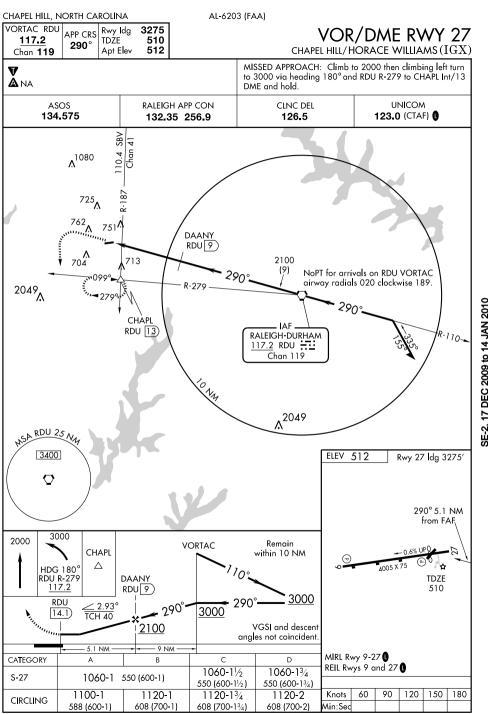
NOTE: DME required.

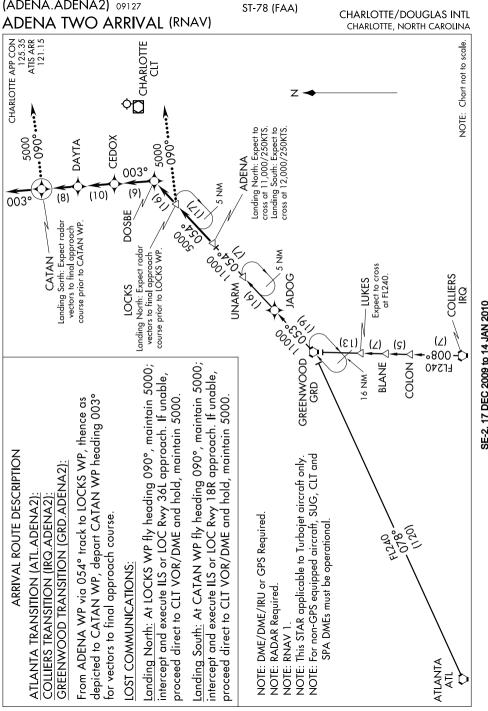
NOTE: Chart not to scale.

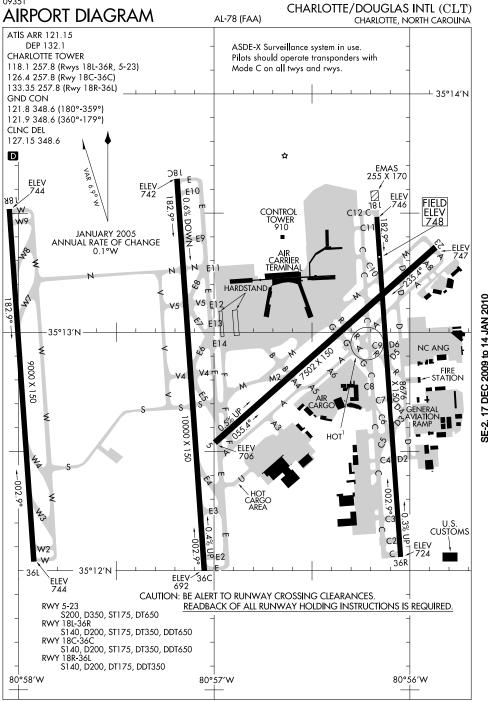


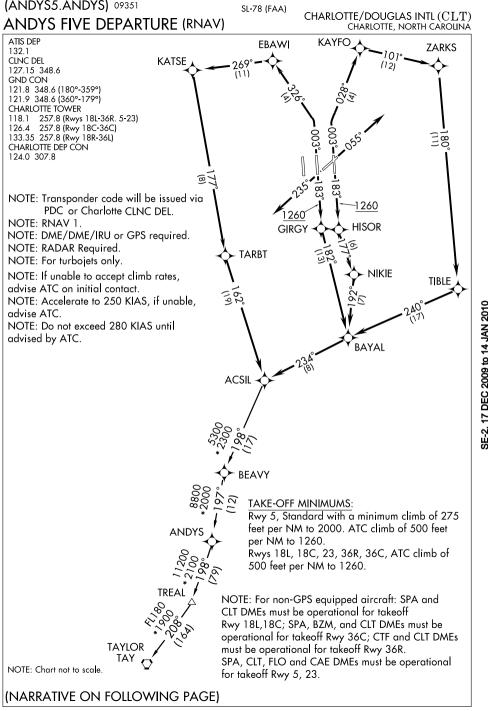












(ANDYS5.ANDYS) 09015

CHARLOTTE/DOUGLAS INTL (CLT) ANDYS FIVE DEPARTURE (RNAV) SL-78 (FAA) CHARLOTTE, NORTH CAROLINÁ

V

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 055° or as assigned by ATC, expect vectors to ACSIL, then via depicted route, thence....

TAKE-OFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then via

depicted route to ACSIL, thence....

TAKE-OFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then via depicted route to ACSIL, thence....

TAKE-OFF RWY 23: Climb heading 235° or as assigned by ATC, Expect vectors to ACSIL, then via depicted route, thence....

TAKE-OFF RWY 36R: Climb heading 003° to intercept the 028° course to KAYFO,

then via depicted route to ACSIL, thence....

TAKE-OFF RWY 36C: Climb heading 003° to intercept the 326° course to EBAWI, then via 269° track to KATSE, then left turn via 177° track to TARBT, then via depicted route to ACSIL, thence....

....maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

TAYLOR TRANSITION (ANDYS5.TAY):

TAKE-OFF OBSTACLES:

NOTE: RWY 5: Multiple trees beginning 1031 feet from DER, 480 feet left of centerline, up to 127 feet AGL/856 feet MSL. NOTE: RWY 18L: Tower and pole beginning 981 feet from DER, 708 feet left

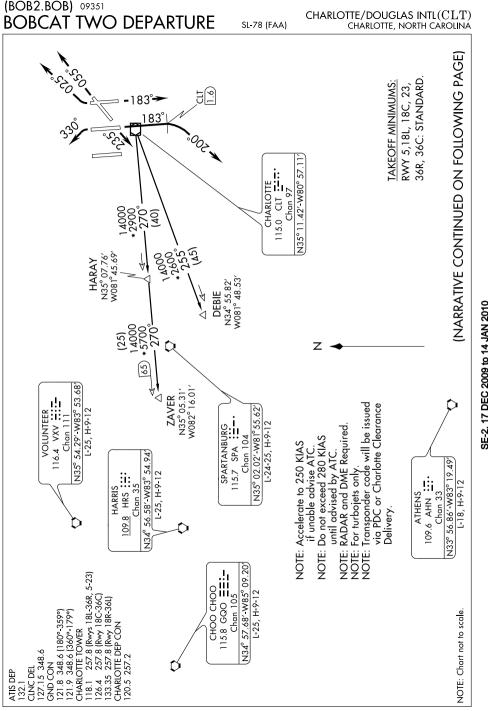
of centerline, up to 160 feet AGL/850 feet MSL. Multiple trees beginning 1235

feet from DER, 707 feet right of centerline, up to 48 feet AGL/767 feet MSL. NOTE: RWY 18C: Multiple trees beginning 1688 feet from DER, 735 feet left of centerline, up to 108 feet AGL/787 feet MSL. Multiple trees beginning 3251

feet from DER, 995 feet right of centerline, up to 102 feet AGL/841 feet MSL. NOTE: RWY 23: Multiple trees beginning 3493 feet from DER, 198 feet left of centerline, up to 99 feet AGL/818 feet MSL. Multiple trees beginning 1491 feet from DER, 603 feet right of centerline, up to 74 feet AGL/823 feet MSL.

NOTE: RWY 36C: Multiple trees beginning 1937 feet from DER, 725 feet left of centerline, up to 54 feet AGL/823 feet MSL. Multiple trees beginning 1420 feet from DER, 309 feet right of centerline, up to 104 feet AGL/823 feet MSL.

NOTE: RWY 36R: Pole and multiple trees beginning 921 feet from DER, 416 feet left of centerline, up to 94 feet AGL/853 feet MSL. Railroad, antenna, multiple poles and trees beginning 471 feet from DER, 93 feet right of centerline, up to 96 feet AGL/855 feet MSL.



(BOB2.BOB) 08325 CHARLOTTE/DOUGLAS INTL (CLT) **BOBCAT TWO DEPARTURE** SL-78 (FAA) CHARLOTTE, NORTH CAROLINÁ

V

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 055°. Thence.... TAKEOFF RWY 18L: Climb heading 183°. Thence....

TAKEOFF RWY 18C: Climb heading 183° until passing CLT VOR/DME

1.6 DME, then turn right heading 200°. Thence....

TAKEOFF RWY 23: Climb heading 235°. Thence....

TAKEOFF RWY 36C: Climbing left turn heading 330°. Thence....

TAKEOFF RWY 36R: Climbing right turn heading 025°. Thence....

.... Expect radar vectors to intercept filed/assigned transition or enroute

fix/navaid. Maintain 8000. Expect filed altitude/flight level 10 minutes after departure.

DEBIE TRANSITION (BOB2.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE INT. Thence as filed.

HARAY TRANSITION (BOB2.HARAY): From over CLT VOR/DME via

CLT R-270 to HARAY INT. Thence as filed.

ZAVER TRANSITION (BOB2.ZAVER): From over CLT VOR/DME via

CLT R-270 to ZAVER INT. Thence as filed.

TAKEOFF OBSTACLE NOTES: NOTE: RWY 5: Multiple trees beginning 1031 feet from DER, 480 feet left of

centerline, up to 127 feet AGL/856 feet MSL. NOTE: RWY 18L: Tower and pole beginning 981 feet from DER, 708 feet left

of centerline, up to 160 feet AGL/850 feet MSL. Multiple trees beginning 1235 feet from DER, 707 feet right of centerline, up to 48 feet AGL/767 feet MSL.

NOTE: RWY 18C: Multiple trees beginning 1688 feet from DER, 735 feet left of centerline, up to 108 feet AGL/787 feet MSL. Multiple trees beginning 3251

feet from DER, 995 feet right of centerline, up to 102 feet AGL/841 feet MSL. NOTE: RWY 23: Multiple trees beginning 3493 feet from DER, 198 feet left of centerline, up to 99 feet AGL/818 feet MSL. Multiple trees beginning 1491 feet from DER, 603 feet right of centerline, up to 74 feet AGL/823 feet MSL.

NOTE: RWY 36C: Multiple trees beginning 1937 feet from DER, 725 feet left of centerline, up to 54 feet AGL/823 feet MSL. Multiple trees beginning 1420 feet from DER, 309 feet right of centerline, up to 104 feet AGL/823 feet MSL.

NOTE: RWY 36R: Pole and multiple trees beginning 921 feet from DER, 416 feet left of centerline, up to 94 feet AGL/853 feet MSL. Railroad, antenna, multiple poles and trees beginning 471 feet from DER, 93 feet right of centerline, up to 96 feet AGL/855 feet MSL.

(BUCKL5.BUCKL) 09351 SL-78 (FAA) CHARLOTTE/DOUGLAS INTL (CLT) **BUCKL FIVE DEPARTURE (RNAV)** CHARLOTTE, NORTH CAROLINÁ ATIS DEP **EBAW KAYFO** 132.1 **ZARKS KATSE** 101° CLNC DEL (12) 127.15 348.6 (11)GND CON 121.8 348.6 (180°-359°) 121.9 348.6 (360°-179°) CHARLOTTE TOWER 118.1 257.8 (Rwys 18L-36R, 5-23) 126.4 257.8 (Rwy 18C-36C) 133.35 257.8 (Rwy 18R-36L) CHARLOTTE DEP CON 124.0 307.8 1260 1260 **HISOR** GIRGY **TARBT TIBLE** NIKIE NOTE: If unable to accept climb rates, advise ATC on initial contact. NOTE: Accelerate to 250 KIAS. If unable, advise ATC. BAYAL NOTE: Do not exceed 280 KIAS until advised by ATC. NOTE: RNAV 1. NOTE: DME/DME/IRU or GPS required. NOTE: RADAR Required. NOTE: For Turbojets only. NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL. NOTE: For non-GPS equipped aircraft: CTF and CLT DMEs must be operational for takeoff Rwy 18L, 18C, 36R; CTF, BZM and CLT DMEs must be operational for takeoff Rwy 36C; CTF DME must be operational for takeoff Rwys 5,23. TAKE-OFF MINIMUMS: Rwy 5, Standard with minimum climb of 275 feet per NM to 2000. ATC climb of 500 feet per NM to 1260. Rwys 18L, 18C, 23, 36R, 36C, ATC climb of 500 feet per NM to 1260. COLUMBIA CAE (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

(BUCKL5.BUCKL) 09015

CHARLOTTE/DOUGLAS INTL (CLT)CHARLOTTE, NORTH CAROLINA

BUCKL FIVE DEPARTURE (RNAV) SL-78 (FAA) CHARLOTTE, NO

V

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 055° or as assigned by ATC. Expect vectors to BAYAL, then via depicted route, thence....

TAKE-OFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then via depicted route to BAYAL, thence....

TAKE-OFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then via depicted route to BAYAL, thence....

TAKE-OFF RWY 23: Climb heading 235° or as assigned by ATC, expect vectors to

BAYAL, then via depicted route, thence....

TAKE-OFF RWY 36R: Climb heading 003° to intercept the 028° course to KAYFO, then via depicted route to BAYAL, thence....

TAKE-OFF RWY 36C: Climb heading 003° to intercept the 326° course to

EBAWI, then via 269° track to KATSE, then left turn via 177° track to TARBT, then via depicted route to BAYAL, thence....

....maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

COLUMBIA TRANSITION (BUCKL5.CAE):

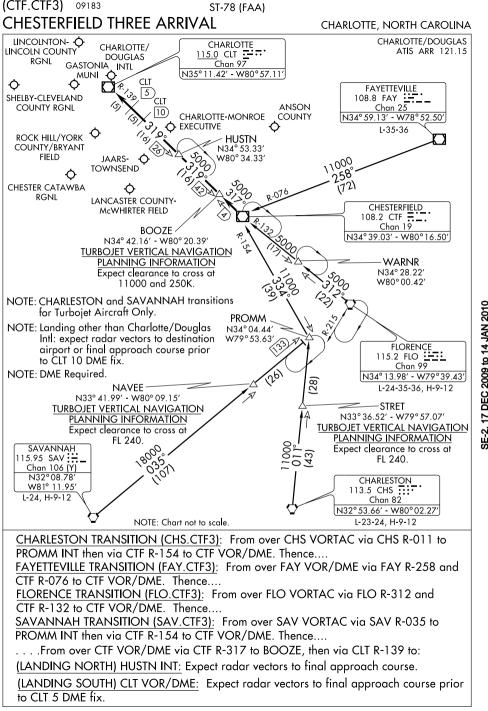
TAKE-OFF OBSTACLES:

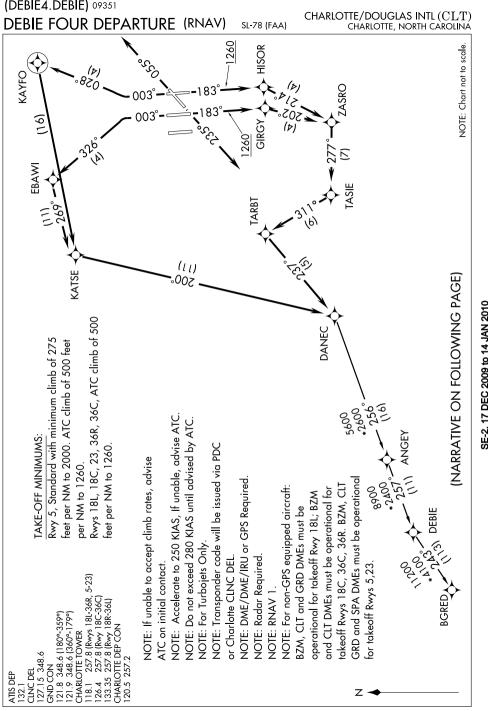
NOTE: RWY 5: Multiple trees beginning 1031 feet from DER, 480 feet left of centerline, up to 127 feet AGL/856 feet MSL.

NOTE: RWY 18L: Tower and pole beginning 981 feet from DER, 708 feet left of centerline, up to 160 feet AGL/850 feet MSL. Multiple trees beginning 1235 feet from DER, 707 feet right of centerline, up to 48 feet AGL/767 feet MSL. NOTE: RWY 18C: Multiple trees beginning 1688 feet from DER, 735 feet left of centerline, up to 108 feet AGL/787 feet MSL. Multiple trees beginning 3251 feet from DER, 995 feet right of centerline, up to 102 feet AGL/841 feet MSL. NOTE: RWY 23: Multiple trees beginning 3493 feet from DER, 198 feet left of centerline, up to 99 feet AGL/818 feet MSL. Multiple trees beginning 1491 feet from DER, 603 feet right of centerline, up to 74 feet AGL/823 feet MSL.

NOTE: RWY 36C: Multiple trees beginning 1937 feet from DER, 725 feet left of centerline, up to 54 feet AGL/823 feet MSL. Multiple trees beginning 1420 feet from DER, 309 feet right of centerline, up to 104 feet AGL/823 feet MSL.

NOTE: RWY 36R: Pole and multiple trees beginning 921 feet from DER, 416 feet left of centerline, up to 94 feet AGL/853 feet MSL. Railroad, antenna, multiple poles and trees beginning 471 feet from DER, 93 feet right of centerline, up to 96 feet AGL/855 feet MSL.





(DEBIE 4.DEBIE) 09015

DEBIE FOUR DEPARTURE (RNAV) SL-78 (FAA) CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 055° or as assigned by ATC, expect vectors to DANEC, then via depicted route, thence....

DANEC, then via depicted route, thence....
TAKE-OFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then

via depicted route to DANEC, thence....

TAKE-OFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then

TAKE-OFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then

via depicted route to DANEC, thence....

TAKE-OFF RWY 23: Climb heading 235° or as assigned by ATC. Expect vectors to DANEC, then via depicted route, thence....

TAKE-OFF RWY 36C: Climb heading 003° to intercept the 326° course to EBAWI, then via depicted route to DANEC, thence....

TAKE-OFF RWY 36R: Climb heading 003° to intercept the 028° course to KAYFO, then left turn direct KATSE, , then via depicted route to DANEC, thence....

....maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

BGRED TRANSITION (DEBIE4.BGRED):

TAKE-OFF OBSTACLES:

V

NOTE: RWY 5: Multiple trees beginning 1031 feet from DER, 480 feet left of centerline, up to 127 feet AGL/856 feet MSL.

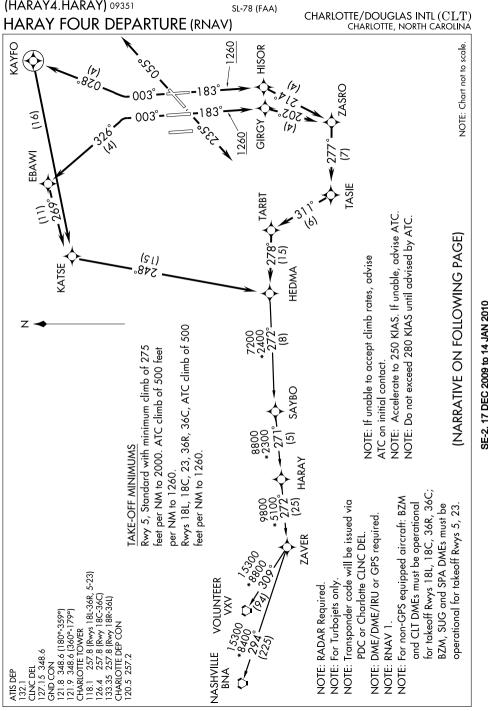
NOTE: RWY 18L: Tower and pole beginning 981 feet from DER, 708 feet left of centerline, up to 160 feet AGL/850 feet MSL. Multiple trees beginning 1235

feet from DER, 707 feet right of centerline, up to 48 feet AGL/767 feet MSL. NOTE: RWY 18C: Multiple trees beginning 1688 feet from DER, 735 feet left

of centerline, up to 108 feet AGL/787 feet MSL. Multiple trees beginning 3251 feet from DER, 995 feet right of centerline, up to 102 feet AGL/841 feet MSL. NOTE: RWY 23: Multiple trees beginning 3493 feet from DER, 198 feet left of centerline, up to 99 feet AGL/818 feet MSL. Multiple trees beginning 1491 feet

from DER, 603 feet right of centerline, up to 74 feet AGL/823 feet MSL. NOTE: RWY 36C: Multiple trees beginning 1937 feet from DER, 725 feet left of centerline, up to 54 feet AGL/823 feet MSL. Multiple trees beginning 1420 feet from DER, 309 feet right of centerline, up to 104 feet AGL/823 feet MSL.

NOTE: RWY 36R: Pole and multiple trees beginning 921 feet from DER, 416 feet left of centerline, up to 94 feet AGL/853 feet MSL. Railroad, antenna, multiple poles and trees beginning 471 feet from DER, 93 feet right of centerline, up to 96 feet AGL/855 feet MSL.



(HARAY4.HARAY) 09015 CHARLOTTE/DOUGLAS INTL (CLT) HARAY FOUR DEPARTURE (RNAV) SL-78 (FAA) CHARLOTTE, NORTH CAROLINÁ

V

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 055° or as assigned by ATC, expect vectors to HEDMA, then via depicted route, thence....

TAKE-OFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then via

depicted route to HEDMA, thence....

TAKE-OFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then via depicted route to HEDMA, thence....

TAKE-OFF RWY 23: Climb heading 235° or as assigned by ATC. Expect vectors to HEDMA, then via depicted route. Thence....

TAKE-OFF RWY 36R: Climb heading 003° to intercept the 028° course to KAYFO, then left turn direct KATSE, then via depicted route to HEDMA, thence.... TAKE-OFF RWY 36C: Climb heading 003° to intercept the 326° course to EBAWI, then via depicted route to HEDMA, thence....

....maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

NASHVILLE TRANSITION (HARAY4.BNA): VOLUNTEER TRANSITION (HARAY4.VXV):

TAKE-OFF OBSTACLES:

NOTE: RWY 5: Multiple trees beginning 1031 feet from DER, 480 feet left of

SE-2, 17 DEC 2009 to 14, IAN 2010

centerline, up to 127 feet AGL/856 feet MSL. NOTE: RWY 18L: Tower and pole beginning 981 feet from DER, 708 feet left

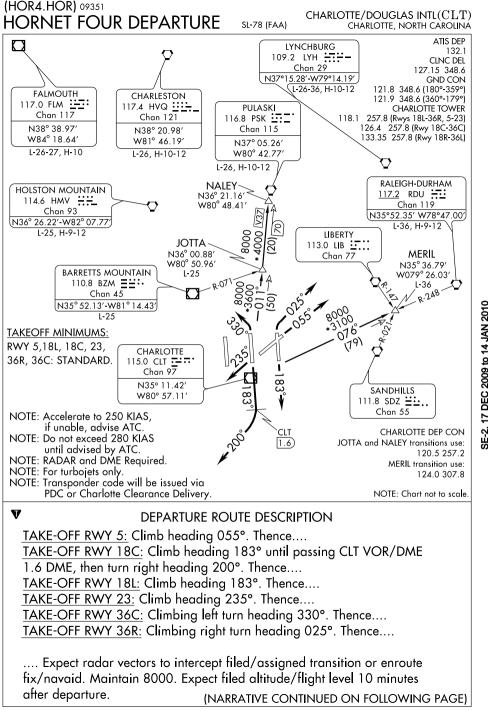
of centerline, up to 160 feet AGL/850 feet MSL. Multiple trees beginning 1235 feet from DER, 707 feet right of centerline, up to 48 feet AGL/767 feet MSL. NOTE: RWY 18C: Multiple trees beginning 1688 feet from DER, 735 feet left of centerline, up to 108 feet AGL/787 feet MSL. Multiple trees beginning 3251

feet from DER, 995 feet right of centerline, up to 102 feet AGL/841 feet MSL. NOTE: RWY 23: Multiple trees beginning 3493 feet from DER, 198 feet left of centerline, up to 99 feet AGL/818 feet MSL. Multiple trees beginning 1491 feet

from DER, 603 feet right of centerline, up to 74 feet AGL/823 feet MSL. NOTE: RWY 36C: Multiple trees beginning 1937 feet from DER, 725 feet left of centerline, up to 54 feet AGL/823 feet MSL. Multiple trees beginning 1420 feet from DER, 309 feet right of centerline, up to 104 feet AGL/823 feet MSL.

NOTE: RWY 36R: Pole and multiple trees beginning 921 feet from DER, 416

feet left of centerline, up to 94 feet AGL/853 feet MSL. Railroad, antenna, multiple poles and trees beginning 471 feet from DER, 93 feet right of centerline, up to 96 feet AGL/855 feet MSL.



(HOR4.HOR) 08325 CHARLOTTE/DOUGLAS INTL (CLT) HORNET FOUR DEPARTURE SL-78 (FAA) CHARLOTTE, NORTH CAROLINÁ

SE-2, 17 DEC 2009 to 14, IAN 2010

to JOTTA INT. Thence as filed. MERIL TRANSITION (HOR4.MERIL): From over CLT VOR/DME via CLT R-076 to MERIL INT. Thence as filed.

JOTTA TRANSITION (HOR4.JOTTA): From over CLT VOR/DME via CLT R-011

NALEY TRANSITION (HOR4.NALEY): From over CLT VOR/DME via CLT R-011 to NALEY INT. Thence as filed.

NOTE: RWY 5: Multiple trees beginning 1031 feet from DER, 480 feet left of

TAKEOFF OBSTACLE NOTES:

centerline, up to 127 feet AGL/856 feet MSL. NOTE: RWY 18L: Tower and pole beginning 981 feet from DER, 708 feet left

of centerline, up to 160 feet AGL/850 feet MSL. Multiple trees beginning 1235

feet from DER, 707 feet right of centerline, up to 48 feet AGL/767 feet MSL.

NOTE: RWY 18C: Multiple trees beginning 1688 feet from DER, 735 feet left of centerline, up to 108 feet AGL/787 feet MSL. Multiple trees beginning 3251

feet from DER, 995 feet right of centerline, up to 102 feet AGL/841 feet MSL. NOTE: RWY 23: Multiple trees beginning 3493 feet from DER, 198 feet left of

centerline, up to 99 feet AGL/818 feet MSL. Multiple trees beginning 1491 feet from DER, 603 feet right of centerline, up to 74 feet AGL/823 feet MSL.

NOTE: RWY 36C: Multiple trees beginning 1937 feet from DER, 725 feet left of centerline, up to 54 feet AGL/823 feet MSL. Multiple trees beginning 1420 feet from DER, 309 feet right of centerline, up to 104 feet AGL/823 feet MSL. NOTE: RWY 36R: Pole and multiple trees beginning 921 feet from DER, 416 feet left of centerline, up to 94 feet AGL/853 feet MSL, Railroad, antenna,

multiple poles and trees beginning 471 feet from DER, 93 feet right of centerline, up to 96 feet AGL/855 feet MSL.

(HUG8.HUG) 09351 CHARLOTTE/DOUGLAS INTL(CLT) HUGO EIGHT DEPARTURE SL-78 (FAA) CHARLOTTE, NORTH CAROLINÁ ATIS DEP 132.1 LYNCHBURG CLNC DEL 109.2 LYH 127.15 348.6 CHARLESTON Chan 29 GND CON 117.4 HVQ ::::-N37°15.28′ W79°14.19′ 121.8 348.6 (180°-359°) 121.9 348.6 (360°-179°) Chan 121 L-26-36, H-10-12 N38°20.98′ W81°46.19′ CHARLOTTE TOWER L-26, H-10-12 118.1 257.8 (Rwys 18L-36R, 5-23) 257.8 (Rwy 18C-36C) SADIE 133.35 257.8 (Rwy 18R-36L) N36° 41.81′ W81° 33.61′ HOISTON MOUNTAIN PULASKI 114.6 HMV ::: 116.8 PSK ::: Chan 93 Chan 115 N36°26.22′ W82°07.77 N37°05.26' W80°42.77 L-25, H-9-12 L-26, H-10-12 CHARLOTTE **NORTHWEST** 115.0 CLT --- --CHARLOTTE DEP CON **ROBAY** Chan 97 134.75 257.2 N35°11.42′ W80°57.11′ N36° 03.77′ W81° 18.07′ SUGARLOAF MOUNTAIN 112.2 SUG ::=. RALEIGH-DURHAM Chan 59 117.2 RDU ::: SE-2 17 DEC 2009 to 14 JAN 2010 N35°24.39′ W82°16.12′ Chan 119 L-25 N35°52.35′ W78°47.00′ **PITTY** L-36, H-9-12 (45) **GIPPR** N35°19.82' 11000 W81° 51.09′ N35°12.58′ **FOOTHILLS** *2900 W79° 59.13′ 113.4 ODF 2869 V54-409 L-25-36 Chan 81 11000 - R-272 **-{⁻**\$ - 093° N34° 41.75' DFBIF *2600 ≅ 11000 W83° 17.86′ N34° 55.82′ *3100 L-25, H-9-12 W81° 48.53' (48)SANDHILLS GREENWOOD 111.8 SDZ <u>∺:</u>. 115.5 GRD ---Chan 55 Chan 102 N34° 15.09′ W82° 09.25' L-24, H-9-12 ANDYS CHESTERFIELD ELECTRIC CITY N34° 22.25′ 108.2 CTF ☴:__ CHOPN 108.6 ELW := · W81° 08.63' N34° 14.90' Chan 19 Chan 23 SOUTHEAST W80° 32.35' N34° 25.15' CHARLOTTE DEP CON W82° 47.08′ NOTE: TURBOPROPS: Operate in 128.325 307.8 L-18 a manner that will result in best forward speed and climb rate. NOTE: RADAR and DME Required. NOTE: For propeller aircraft only. COLLIERS COLUMBIA 114.7 CAE :--NOTE: Transponder code will be issued 113.9 IRQ :--Chan 94 via PDC or Charlotte Clearance Chan 86 N33°51.43′ W81°03.23′ Delivery. N33°42.44′ W82°09.72′ L-24, H-9-12 L-24, H-9-12 SAVANNAH 115.95 SAV ::-_ TAKEOFF MINIMUMS: Chan 106 (Y) RWY 5,18L, 18C, 23, N32°08.78' W81°11.95' 36R, 36C: STANDARD. L-24, H-9-12 (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

(HUG8.HUG) 08325 CHARLOTTE/DOUGLAS INTL (CLT) HUGO EIGHT DEPARTURE SL-78 (FAA) CHARLOTTE, NORTH CAROLINÁ V DEPARTURE ROUTE DESCRIPTION TAKEOFF RWY 5: Climb heading 055°. Thence.... TAKEOFF RWY 18C: Climb heading 183°. Thence.... TAKEOFF RWY 18L: Climb heading 183°. Thence.... TAKEOFF RWY 23: Climb heading 235°. Thence.... TAKEOFF RWY 36C: Climbing heading 003°. Thence.... TAKEOFF RWY 36R: Climbing heading 003°. Thence.... Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 4000. Expect filed altitude/flight level 10 minutes after departure. ANDYS TRANSITION (HUG8.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS INT. Thence as filed. CHOPN TRANSITION (HUG8.CHOPN): From over CLT VOR/DME via CLT R-165 to CHOPN INT. Thence as filed. DEBIE TRANSITION (HUG8.DEBIE): From over CLT VOR/DME via CLT R-255 to

PITTY INT. Thence as filed. ROBAY TRANSITION (HUG8.ROBAY): From over CLT VOR/DME via CLT R-347 to ROBAY INT. Thence as filed. SADIE TRANSITION (HUG8.SADIE): From over CLT VOR/DME via CLT R-347 to SADIE INT. Thence as filed.

NOTE: RWY 5: Multiple trees beginning 1031 feet from DER, 480 feet left of centerline, up to 127 feet AGL/856 feet MSL. NOTE: RWY 18L: Tower and pole beginning 981 feet from DER, 708 feet left of centerline, up to 160 feet AGL/850 feet MSL. Multiple trees beginning 1235 feet from

GIPPR TRANSITION (HUG8.GIPPR): From over CLT VOR/DME via CLT R-093 to

PITTY TRANSITION (HUG8.PITTY): From over CLT VOR/DME via CLT R-286 to

DER, 707 feet right of centerline, up to 48 feet AGL/767 feet MSL. NOTE: RWY 18C: Multiple trees beginning 1688 feet from DER, 735 feet left of centerline, up to 108 feet AGL/787 feet MSL. Multiple trees beginning 3251 feet from

DER, 995 feet right of centerline, up to 102 feet AGL/841 feet MSL. NOTE: RWY 23: Multiple trees beginning 3493 feet from DER, 198 feet left of centerline,

DEBIE INT. Thence as filed.

GIPPR INT. Thence as filed.

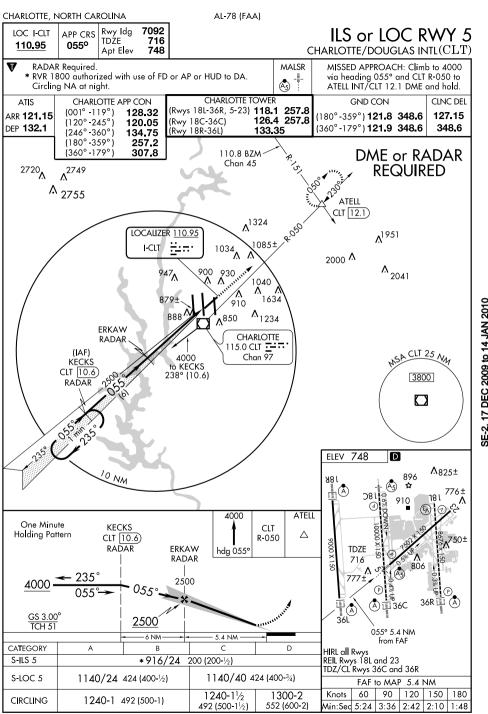
TAKEOFF OBSTACLE NOTES:

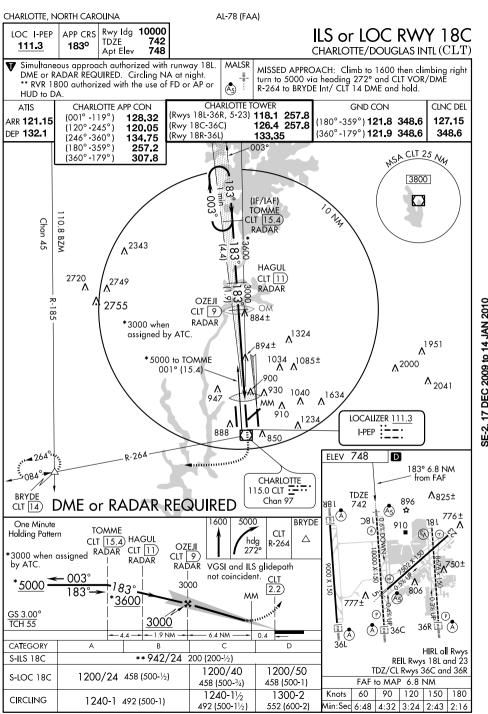
up to 99 feet AGL/818 feet MSL. Multiple trees beginning 1491 feet from DER, 603 feet right of centerline, up to 74 feet AGL/823 feet MSL.

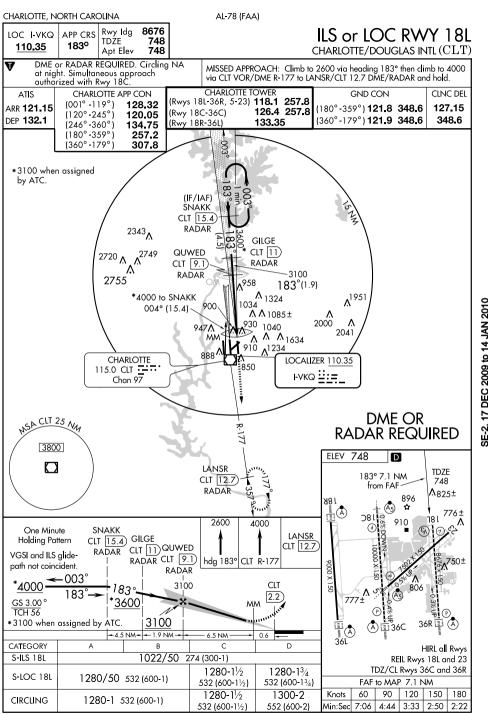
NOTE: RWY 36C: Multiple trees beginning 1937 feet from DER, 725 feet left of centerline, up to 54 feet AGL/823 feet MSL. Multiple trees beginning 1420 feet from DER, 309 feet right of centerline up to 104 feet AGL/823 feet MSL. NOTE: RWY 36R: Pole and multiple trees beginning 921 feet from DER, 416 feet left of centerline, up to 94 feet AGL/853 feet MSL. Railroad, antenna, multiple poles and trees

beginning 471 feet from DER, 93 feet right of centerline, up to 96 feet AGL/855 feet MSL.

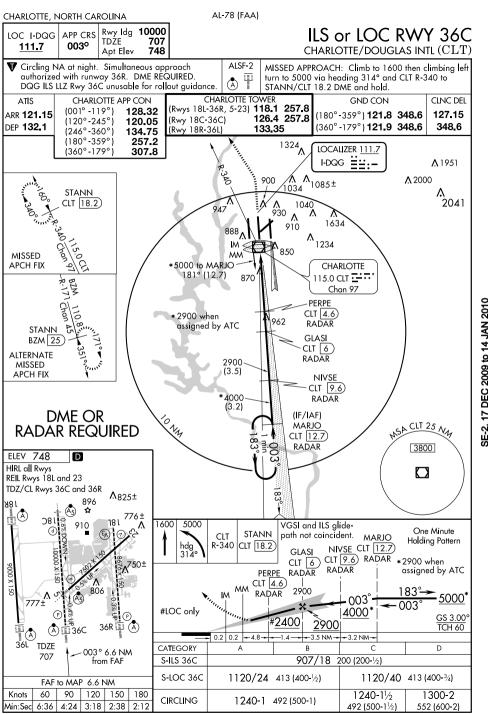
(HUSTN.HUSTN1) 09351 ST-78 (FAA) CHARLOTTE/DOUGLAS INTL HUSTN ONE ARRIVAL (RNAV) CHARLOTTE, NORTH CAROLINA CHARLOTTE APP CON 126 15 ATIS ARR ENNAB 121.15 KITGE Landing Southwest: Expect radar vectors MENIE to final approach course EAFIV 🤨 prior to ENNAB WP. CHARLOTTE CIT NOTE: RNAV 1. NOTE: RADAR Required. NOTE: DME/DME/IRU or GPS Required. NOTE: This STAR applicable to Turbojet aircraft only. NOTE: For non-GPS equipped aircraft, BZM, CLT and CAE must be operational. CUVPA Landina Northeast: Expect radar vectors to final approach course prior to CUPVA WP. BOO7F **HUSTN** Expect to cross at 6 NM 11.000 feet and 250 KTS. ARRIVAL ROUTE DESCRIPTION **FAYETTEVILLE** SE-2, 17 DEC 2009 to 14, IAN 2010 CHARLESTON TRANSITION (CHS.HUSTN1): FAY FAYETTEVILLE TRANSITION (FAY. HUSTN1): 11000 FLORENCE TRANSITION (FLO.HUSTN1): 261 SAVANNAH TRANSITION (SAV.HUSTN1): (72)CHESTERFIELD From HUSTN WP via 321° track to CUVPA CTF WP, thence as depicted to ENNAB WP, depart ENNAB WP heading 056° for vectors to final approach course. FLORENCE LOST COMMUNICATIONS: FLO LANDING NORTH: At CUVPA WP fly heading 320°, maintain 4000; intercept and execute ILS or LOC Rwy 05 approach. If unable, proceed direct to CLT PROMM VOR/DME and hold, maintain 4000. LANDING SOUTH: At ENNAB WP NAVEE 12 NM fly heading 320°, maintain 4000; Expect to cross 28) intercept and execute ILS Rwy 23 at FL240 approach. If unable, proceed direct to STRET CLT VOR/DME and hold, maintain 4000. Expect to cross at FL240 SAVANNAH SAV NOTE: Chart not to scale.

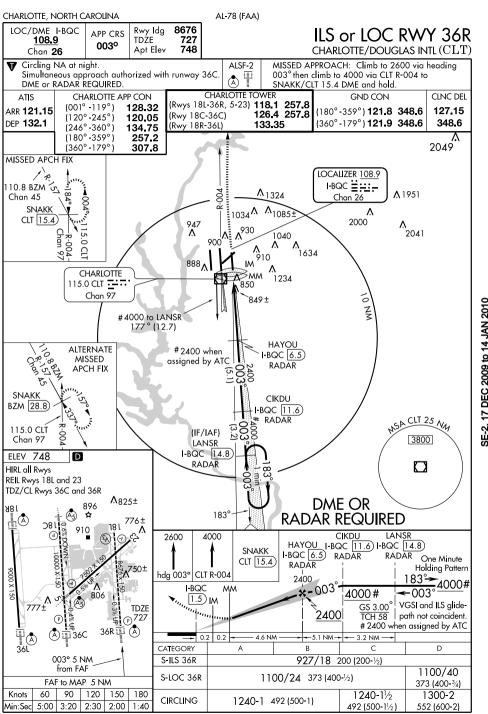


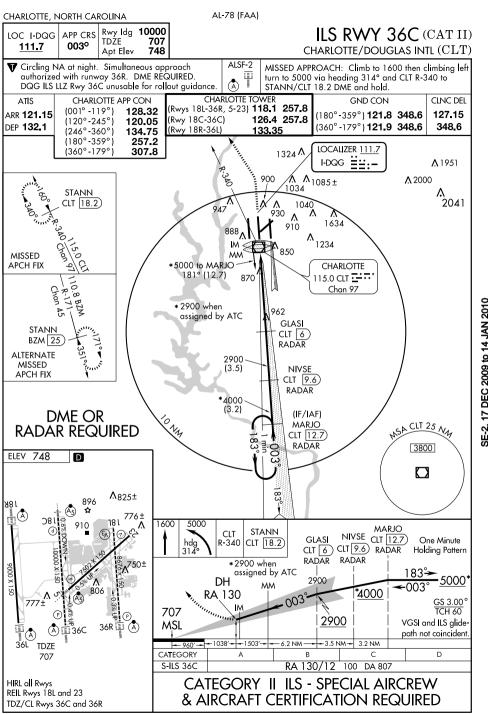


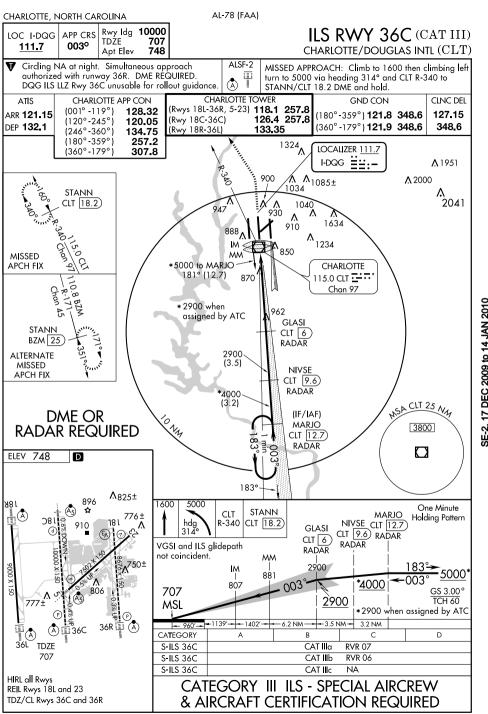


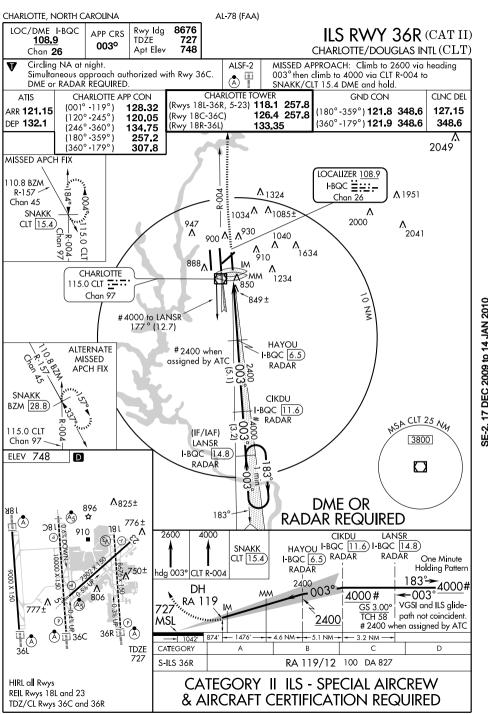
CHARLOTTE, NORTH CAROLINA AL-78 (FAA) LOC/DME I-APU 7502 APP CRS Rwy Ida ILS or LOC RWY 23 109.5 TDŻE 747 235° CHARLOTTE/DOUGLAS INTL (CLT) Chan 32 Apt Elev 748 V Circling NA at night. MISSED APPROACH: Climb to 1200 then climbing right turn A DME or RADAR REQUIRED. to 3600 via CLT R-264 to BRYDE Int/CLT 14 DME and hold. CHARLOTTE TOWER CINC DEL CHARLOTTE APP CON GND CON ATIS (Rwys 18L-36R, 5-23) 118.1 257.8 (001° -119°) 128.32 ARR 121.15 (180° 359°) 121.8 348.6 127.15 126.4 257.8 (Rwy 18C-36C) (120°-245°) 120.05 DEP 132.1 (360°-179°) 121.9 348.6 348.6 133.35 (Rwy 18R-36L) (246°-360°) 134.75 257.2 (180°-359°) R-140 (360° -179°) 307.8 Chanks STANN 4000 NoPT BZM 25 **ALTERNATE** 055° 235° (7.5) MISSED APCH FIX CLT R-050 110.8 BZM R-171 Chan 45 (IAF) JEPHS INT Λ RADAR REQUIRED I-APU 18.9 2755 RADAR (IF/IAF) 1324_^ ATELL INT 10.8 I-APU 11.5 RADAR A1951 DOVSE LOCALIZER 109.5 1085± BZN I-APU 3.4) 1034 SE-2, 17 DEC 2009 to 14 JAN 2010 PU <u>=</u>_. Chan 32 I-APU **IFCAR ∆** 2000 I-APU 6.7 947 900 899± RADAR 2041 930 R-185 /**** 910 1040 SA CLT 25 My 888 ۸ ₁₂₃₄ Λ₈₅₀ 3800 BRYDE CHARLOTTE R-264 CLT[14] 115.0 CLT ----Chan 97 3.084°► **-**264 748 **ELEV** D VGSI and ILS alidepath 1200 3600 BRYDE 235° 5.3 NM not coincident. ATELL INT from FAF I-APU 11.5 **LECAR** Δ CLT R-264 I-APU 6.7 One Minute ^825± RADAR 896 18K Holding Pattern RADAR ☆ 776± DOVSE J81 18 L 910 055°-2500 I-APU 3.4 I-APU 4000 235 235° **TDZE** -APU GS 3.00° 747 1.5 TCH 58 750± 9000 X 150 1400 2500 *LOC only .1 NM 0.8 NM 3.4 NM 4.8 NM ___^ A ダ 777± CATEGORY Α В S-ILS 23 947/40 200 (200-3/4) 1400-2 1400-13/4 S-LOC 23 1400/50 653 (700-1) 653 (700-13/4) 653 (700-2) 36L 1400-13/4 1400-2 CIRCLING 1400-1 652 (700-1) 652 (700-13/4) 652 (700-2) HIRL all Rwys REIL Rwys 18L and 23 DOVSE FIX MINIMUMS TDZ/CL'Rwys 36C and 36R S-LOC 23 1160/50 413 (500-1) 1160/60 413 (500-11/4) FAF to MAP 5.3 NM 60 90 120 150 180 1240-11/2 Knots 1300-2CIRCLING 1240-1 492 (500-1) Min:Sec 5:18 3:32 2:39 2:07 1:46 492 (500-11/2) 552 (600-2)

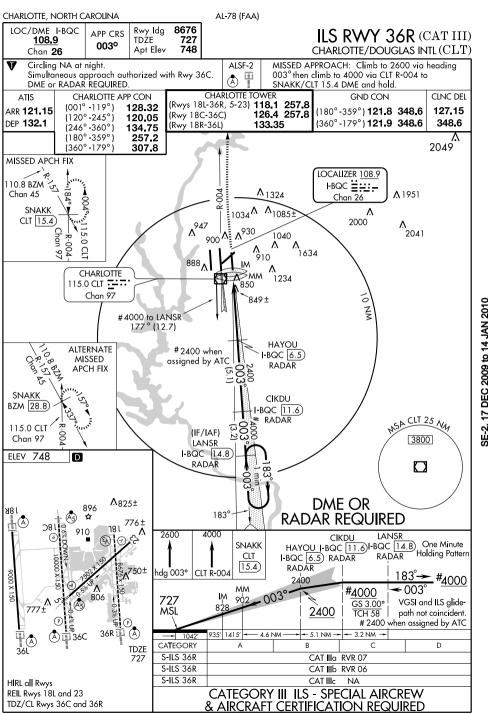


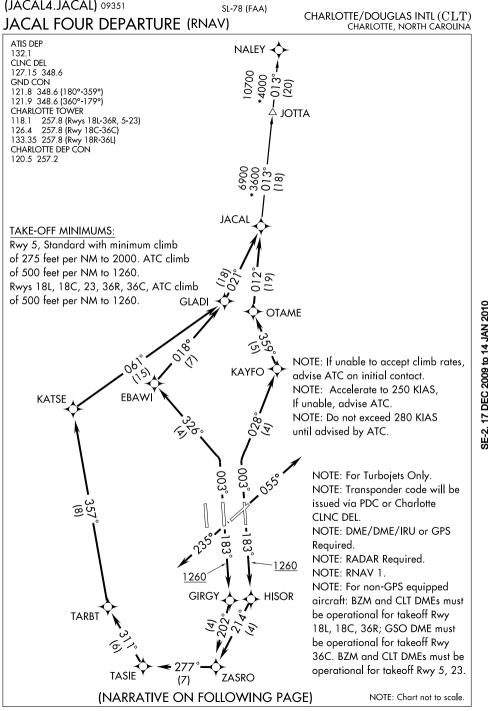












(JACAL4.JACAL) 09015 CHARLOTTE/DOUGLAS INTL (CLT)

JACAL FOUR DEPARTURE (RNAV) SL-78 (FAA) CHARLOTTE, NORTH CAROLINÁ

DEPARTURE ROUTE DESCRIPTION V

TAKE-OFF RWY 5: Climb heading 055° or as assigned by ATC. Expect vectors to JACAL, Thence....

TAKE-OFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then via

depicted route to JACAL, thence....

TAKE-OFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then via depicted route to JACAL, thence....

TAKEOFF RWY 23: Climb heading 235° or as assigned by ATC. Expect vectors to JACAL, Thence....

TAKE-OFF RWY 36C: Climb heading 003° to intercept the 326° course to

EBAWI, then via depicted route to JACAL, thence....

TAKE-OFF RWY 36R: Climb heading 003° to intercept the 028° course to KAYFO, then via depicted route to JACAL, thence....

....maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

NALEY TRANSITION (JACAL4.NALEY):

TAKE-OFF OBSTACLES:

NOTE: RWY 5: Multiple trees beginning 1031 feet from DER, 480 feet left of centerline, up to 127 feet AGL/856 feet MSL.

NOTE: RWY 18L: Tower and pole beginning 981 feet from DER, 708 feet left of centerline, up to 160 feet AGL/850 feet MSL. Multiple trees beginning 1235 feet from DER, 707 feet right of centerline, up to 48 feet AGL/767 feet MSL. NOTE: RWY 18C: Multiple trees beginning 1688 feet from DER, 735 feet left

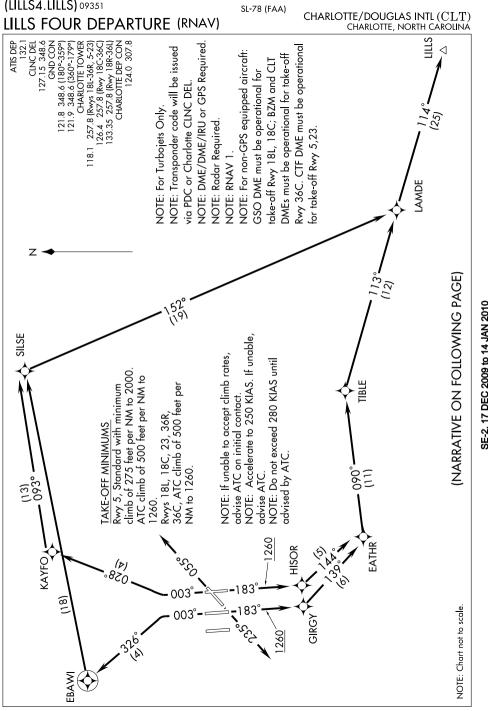
of centerline, up to 108 feet AGL/787 feet MSL. Multiple trees beginning 3251 feet from DER, 995 feet right of centerline, up to 102 feet AGL/841 feet MSL. NOTE: RWY 23: Multiple trees beginning 3493 feet from DER, 198 feet left of centerline, up to 99 feet AGL/818 feet MSL. Multiple trees beginning 1491 feet

from DER, 603 feet right of centerline, up to 74 feet AGL/823 feet MSL. NOTE: RWY 36C: Multiple trees beginning 1937 feet from DER, 725 feet left of centerline, up to 54 feet AGL/823 feet MSL. Multiple trees beginning 1420 feet from DER, 309 feet right of centerline up to 104 feet AGL/823 feet MSL.

NOTE: RWY 36R: Pole and multiple trees beginning 921 feet from DER, 416

feet left of centerline, up to 94 feet AGL/853 feet MSL. Railroad, antenna, multiple poles and trees beginning 471 feet from DER, 93 feet right of centerline, up to 96 feet AGL/855 feet MSL.

(JOHNS.JOHNS2) 09127 CHARLOTTE/DOUGLAS INTL JOHNS TWO ARRIVAL (RNAV) ST-78 (FAA) CHARLOTTE. NORTH CAROLINA CHARLOTTE APP CON FALMOUTH CHARLESTON 125.35 FIM HVQ ATIS ARR 121.15 NOTE: DME/DME/IRU or GPS Required. NOTE: RNAV 1 NOTE: RADAR Required. NOTE: This STAR applicable to Turbojet aircraft only. NOTE: For non-GPS equipped aircraft, HMV and FLM Transitions: BZM. HOLSTON MOUNTAIN CLT, and HMV DMEs must be HMV operational; HVQ and VXV 7 NM VOLUNTEER Transitions: BZM and CLT DMEs VXV must be operational. **7 NM** 7 NM **GIBSS** NOTE: CTF DME must be operational. 11000 (16) 735 . 099° 098° 0990. (58) (20)SPWAY 11000 SHINE Landing North: Expect to **FLABB** SE-2, 17 DEC 2009 to 14, IAN 2010 PENSK **BURLS** cross at 12,000/250KTS. Landing South: Expect to cross at 11,000/250KTS. **FOSSE RCHRD** Landing South: Expect radar 7 NM vectors to final approach 6 course prior to FOSSE WP. **SWENK** 7 NM 5000 NOTE: Chart not to scale. 090° **JOHNS** ARRIVAL ROUTE DESCRIPTION CEDOX CHARLESTON TRANSITION (HVQ.JOHNS2): FALMOUTH TRANSITION (FLM.JOHNS2): HOLSTON MOUNTAIN TRANSITION (HMV.JOHNS2): **VOLUNTEER TRANSITION (VXV.JOHNS2):** CHARLOTTE CIT **DOSBE** From JOHNS WP via 136° track to FOSSE WP, thence as depicted to PACOK WP, depart PACOK WP 0 heading 183° for vectors to final approach course. **IKICO** LOST COMMUNICATIONS: 8 Landing North: At PACOK WP fly heading 090°, 5000 maintain 5000; intercept and execute ILS or LOC Rwy 090° 36L approach. If unable, proceed direct to CLT VOR/DME and hold, maintain 5000. Landing South: At FOSSE WP fly heading 090°, PACOK maintain 5000; intercept and execute ILS or LOC Rwy Landing North: Expect radar 18R approach. If unable, proceed direct to CLT vectors to final approach course prior to PACOK WP. VOR/DME and hold, maintain 5000.



(LILLS4.LILLS) 09015 SL-78 (FAA) CHARLOTTE/DOUGLAS INTL (CLT) LILLS FOUR DEPARTURE (RNAV) CHARLOTTE, NORTH CAROLINÁ

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 055° or as assigned by ATC, expect vectors to LAMDE. thence....

TAKE-OFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then via

depicted route to LAMDE, thence....

TAKE-OFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then via depicted route to LAMDE, thence.... TAKE-OFF RWY 23: Climb heading 235° or as assigned by ATC, expect vectors to

LAMDE, thence.... TAKE-OFF RWY 36R: Climb heading 003° to intercept the 028° course to KAYFO. then via depicted route to LAMDE, thence....

TAKE-OFF RWY 36C: Climb heading 003° to intercept the 326° course to EBAWI, then right turn direct SILSE, then via depicted route to LAMDE, thence....

....via depicted route to LILLS. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

TAKE-OFF OBSTACLES:

V

NOTE: RWY 5: Multiple trees beginning 1031 feet from DER, 480 feet left of centerline, up to 127 feet AGL/856 feet MSL.

NOTE: RWY 18L: Tower and pole beginning 981 feet from DER, 708 feet left of centerline, up to 160 feet AGL/850 feet MSL. Multiple trees beginning 1235

feet from DER, 707 feet right of centerline, up to 48 feet AGL/767 feet MSL. NOTE: RWY 18C: Multiple trees beginning 1688 feet from DER, 735 feet left of centerline, up to 108 feet AGL/787 feet MSL. Multiple trees beginning 3251

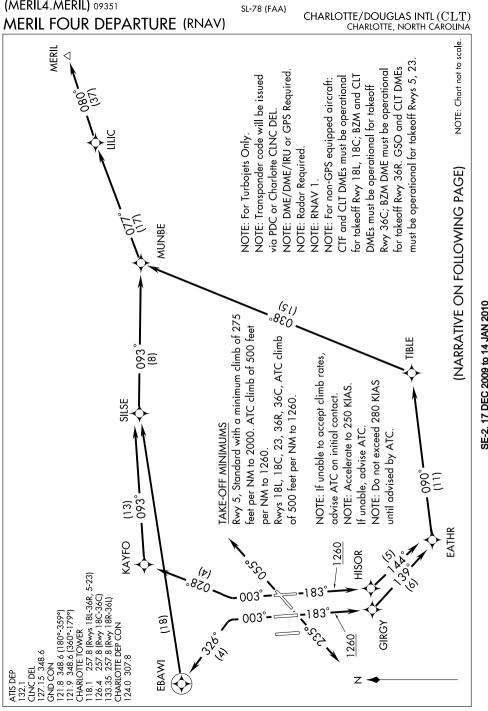
feet from DER, 995 feet right of centerline, up to 102 feet AGL/841 feet MSL. NOTE: RWY 23: Multiple trees beginning 3493 feet from DER, 198 feet left of centerline, up to 99 feet AGL/818 feet MSL. Multiple trees beginning 1491 feet from DER, 603 feet right of centerline, up to 74 feet AGL/823 feet MSL. NOTE: RWY 36C: Multiple trees beginning 1937 feet from DER, 725 feet left of

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from DER, 309 feet right of centerline up to 104 feet AGL/823 feet MSL. NOTE: RWY 36R: Pole and multiple trees beginning 921 feet from DER, 416

feet left of centerline, up to 94 feet AGL/853 feet MSL. Railroad, antenna, multiple poles and trees beginning 471 feet from DER, 93 feet right of centerline, up to 96 feet AGL/855 feet MSL.

(MAJIC.MAJIC1) 09183 ST-78 (FAA) MAJIC ONE ARRIVAL CHARLOTTE, NORTH CAROLINA CHARLOTTE/DOUGLAS ROANOKE ATIS ARR 121.15 109.4 ROA : CHARLOTTE APP CON Chan 31 (001° -119°) 128.32 N37°20.61′ - W80°04.23′ LYNCHBURG (120° -245°) 120.05 L-26, H-10-12 109.2 LYH 🗔 (246° -360°) 134.75 15NM 181° (61) Chan 29 (180° -359°) 257.2 N37° 15.28′ (360° -179°) 307.8 MAYOS W79° 14.19′ N36° 19.59′ - W79° 59.79′ L-26-36, H-10-12 TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION Expect to cross at FL220. KELLS N36° 35.17' MAJIC W79° 47.17′ N35°48.71′ - W80°26.17′ TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION RALEIGH/DURHAM Expect to cross at 13,000'/250K. 117.2 RDU **∷**ः Chan 119 N35° 52.35' W78° 47.00' L-36, H-9-12 11000 SUDSY -273° N35° 44.58′ (40)W80° 29.63' LIBERTY 113.0 LIB :-:: LINCOLNTON-CLT Chan 77 LINCOLN COUNTY **GIZMO** 10) N35° 48.70′ N35° 32.99′ W80° 39.29′ **RGNL** W79° 36.76′ SHELBY-CLT CHARLOTTE CLEVELAND DOUGLAS A 5 COUNTY RGNL INTL CHARLOTTE NOTE: DME required. 115.0 CLT -NOTE: RADAR required for LIB R-273. GASTONIA MUN NOTE: Landing other than Charlotte/ N35°11.42′ - W80°57.11′ Douglas Intl; expect radar ROCK HILL/YORK CHARLOTTE-MONROE vectors to destination airport COUNTY/BRYANT **EXECUTIVE** ANSON or final approach course prior **FIELD** COUNTY JAARSto CLT 10 DME fix. TOWNSEND CHESTER CATAWBA **RGNL** LANCASTER COUNTY-McWHIRTER FIELD NOTE: Chart not to scale. LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . . LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . . ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence.From over MAJIC via CLT R-039 to: LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix. LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.



(MERIL4.MERIL) 09015

MERIL FOUR DEPARTURE (RNAV) SL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)

CHARLOTTE, NORTH CAROLINA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 055° or as assigned by ATC, expect vectors to

MUNBE, thence....
TAKE-OFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then

via depicted route to MUNBE, thence....

TAKE-OFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then
via depicted route to MUNBE, thence....

TAKE-OFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then

via depicted route to MUNBE, thence....

TAKE-OFF RWY 23: Climb heading 235° or as assigned by ATC, expect vectors to

TAKE-OFF RWY 23: Climb heading 235° or as assigned by ATC, expect vectors to MUNBE, thence....

TAKE-OFF RWY 36R: Climb heading 003° to intercept the 028° course to KAYFO, then via depicted route to MUNBE, thence....

TAKE-OFF RWY 36C: Climb heading 003° to intercept the 326° course to EBAWI, then right turn direct SILSE, then via depicted route to MUNBE, thence....

....via depicted route to MERIL. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

TAKE-OFF OBSTACLES:

NOTE: RWY 5: Multiple trees beginning 1031 feet from DER, 480 feet left of centerline, up to 127 feet AGL/856 feet MSL.

NOTE: RWY 18L: Tower and pole beginning 981 feet from DER, 708 feet left of centerline, up to 160 feet AGL/850 feet MSL. Multiple trees beginning 1235

feet from DER, 707 feet right of centerline, up to 48 feet AGL/767 feet MSL.

NOTE: RWY 18C: Multiple trees beginning 1688 feet from DER, 735 feet left of centerline, up to 108 feet AGL/787 feet MSL. Multiple trees beginning 3251

feet from DER, 995 feet right of centerline, up to 102 feet AGL/841 feet MSL.

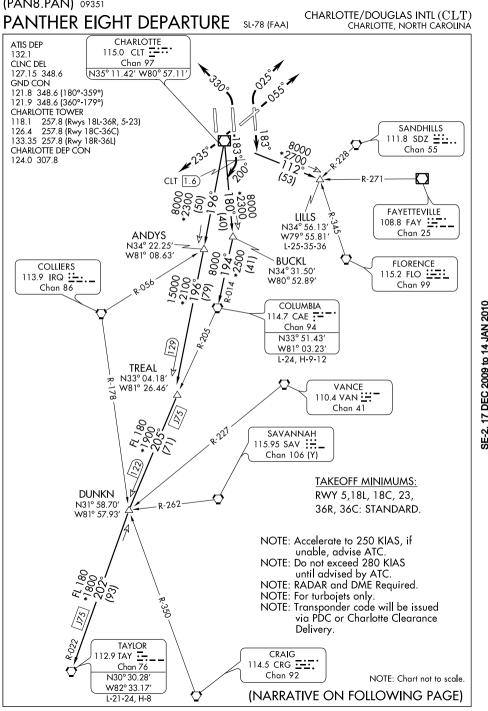
NOTE: RWY 23: Multiple trees beginning 3493 feet from DER, 198 feet left of centerline, up to 99 feet AGL/818 feet MSL. Multiple trees beginning 1491 feet

from DER, 603 feet right of centerline, up to 74 feet AGL/823 feet MSL.

NOTE: RWY 36C: Multiple trees beginning 1937 feet from DER, 725 feet left of centerline, up to 54 feet AGL/823 feet MSL. Multiple trees beginning 1420 feet from DER, 309 feet right of centerline, up to 104 feet AGL/823 feet MSL.

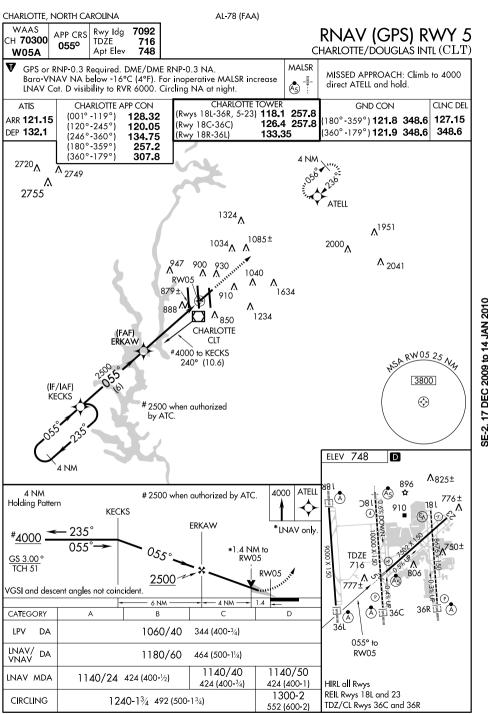
NOTE: RWY 36R: Pole and multiple trees beginning 921 feet from DER, 416 feet left of centerline, up to 94 feet AGL/853 feet MSL. Railroad, antenna, multiple poles and trees beginning 471 feet from DER, 93 feet right of centerline, up to 96 feet AGL/855 feet MSL.

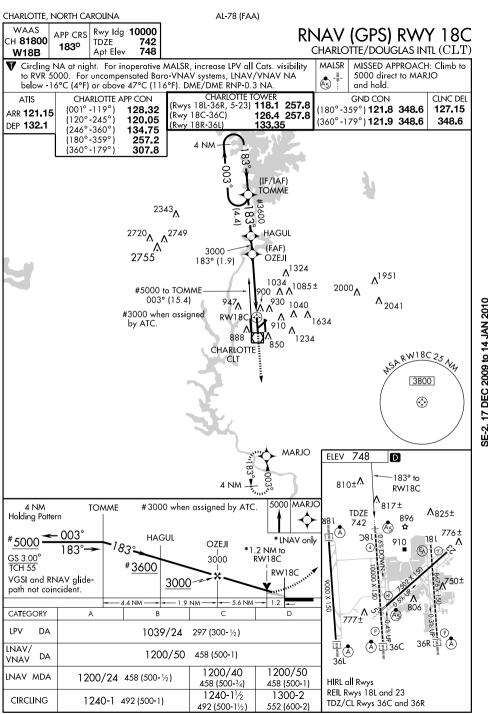
SE-2, 17 DEC 2009 to 14 JAN 2010

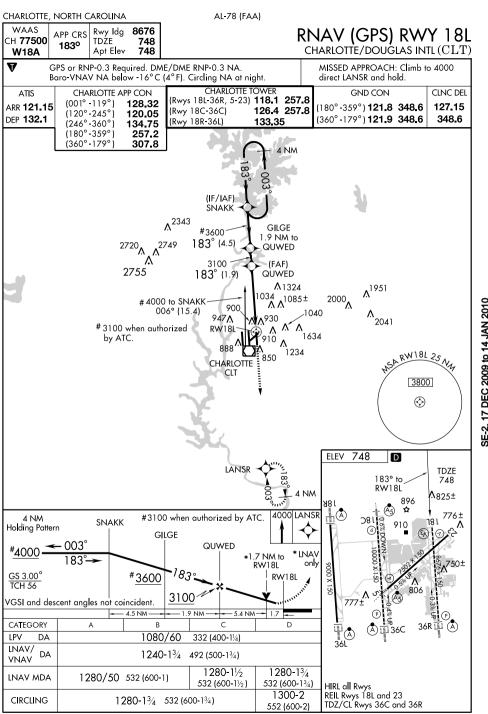


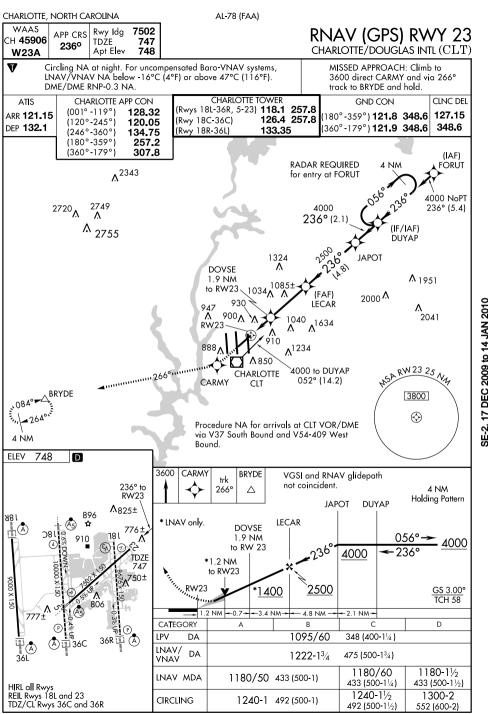
(PAN8.PAN) 08325 CHARLOTTE/DOUGLAS INTL (CLT) PANTHER EIGHT DEPARTURE SL-78 (FAA) CHARLOTTE, NORTH CAROLINA DEPARTURE ROUTE DESCRIPTION V TAKEOFF RWY 5: Climb heading 055°. Thence.... TAKEOFF RWY 18L: Climb heading 183°. Thence.... TAKEOFF RWY 18C: Climb heading 183° until passing CLT VOR/DME 1.6 DME, then turn right heading 200°. Thence.... TAKEOFF RWY 23: Climb heading 235°. Thence.... TAKEOFF RWY 36C: Climbing left turn heading 330°. Thence.... TAKEOFF RWY 36R: Climbing right turn heading 025°. Thence.... Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 8000. Expect filed altitude/flight level 10 minutes after departure. ANDYS TRANSITION (PAN8.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS INT. Thence as filed COLUMBIA TRANSITION (PAN8.CAE): From over CLT VOR/DME via CLT R-180 and CAE R-014 to CAE VORTAC. Thence as filed. LILLS TRANSITION (PAN8.LILLS): From over CLT VOR/DME via CLT R-112 to LILLS INT. Thence as filed. TAYLOR TRANSITION (PAN8.TAY): From over CLT VOR/DME via CLT R-196 to TREAL INT and CAE R-205 to DUNKN INT and TAY R-022 to TAY VORTAC. Thence as filed. TAKEOFF OBSTACLE NOTES: NOTE: RWY 5: Multiple trees beginning 1031 feet from DER, 480 feet left of centerline, up to 127 feet AGL/856 feet MSL. NOTE: RWY 18L: Tower and pole beginning 981 feet from DER, 708 feet left of centerline, up to 160 feet AGL/850 feet MSL. Multiple trees beginning 1235 feet from DER, 707 feet right of centerline, up to 48 feet AGL/767 feet MSL. NOTE: RWY 18C: Multiple trees beginning 1688 feet from DER, 735 feet left of centerline, up to 108 feet AGL/787 feet MSL. Multiple trees beginning 3251 feet from DER, 995 feet right of centerline, up to 102 feet AGL/841 feet MSL. NOTE: RWY 23: Multiple trees beginning 3493 feet from DER, 198 feet left of centerline, up to 99 feet AGL/818 feet MSL. Multiple trees beginning 1491 feet from DER, 603 feet right of centerline, up to 74 feet AGL/823 feet MSL. NOTE: RWY 36C: Multiple trees beginning 1937 feet from DER, 725 feet left of centerline, up to 54 feet AGL/823 feet MSL. Multiple trees beginning 1420 feet from DER, 309 feet right of centerline up to 104 feet AGL/823 feet MSL. NOTE: RWY 36R: Pole and multiple trees beginning 921 feet from DER, 416 feet left of centerline, up to 94 feet AGL/853 feet MSL. Railroad, antenna, multiple poles and trees beginning 471 feet from DER, 93 feet right of centerline, up to 96 feet AGL/855 feet MSL.

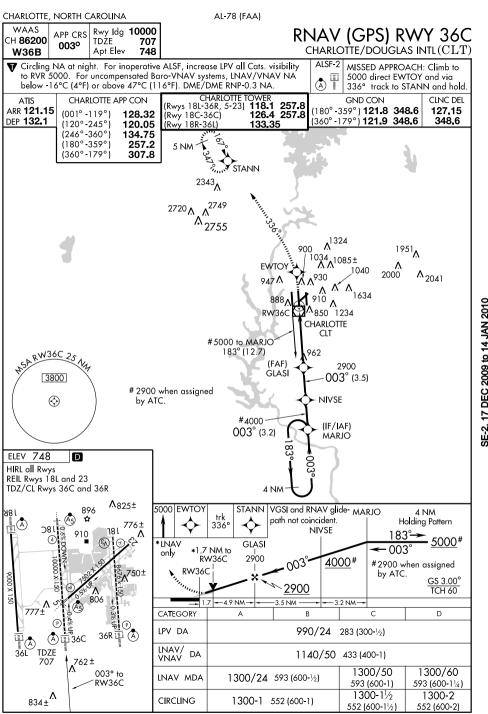
SE-2, 17 DEC 2009 to 14 JAN 2010

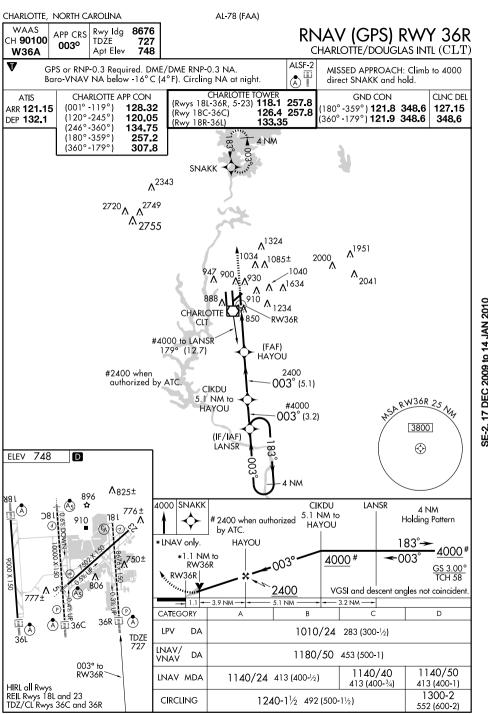


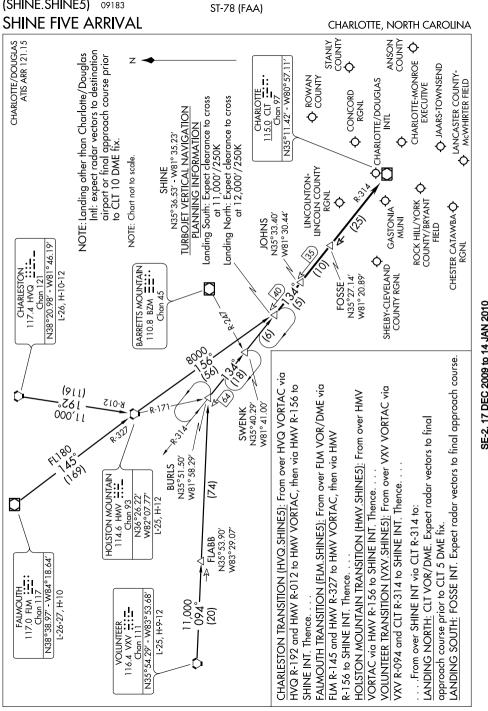


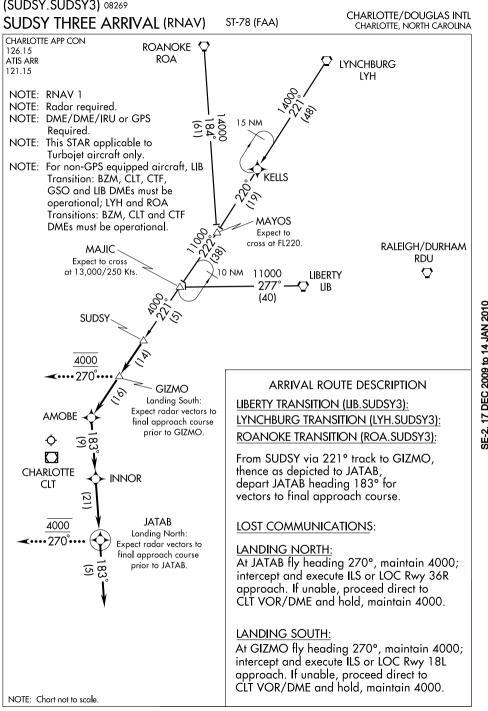


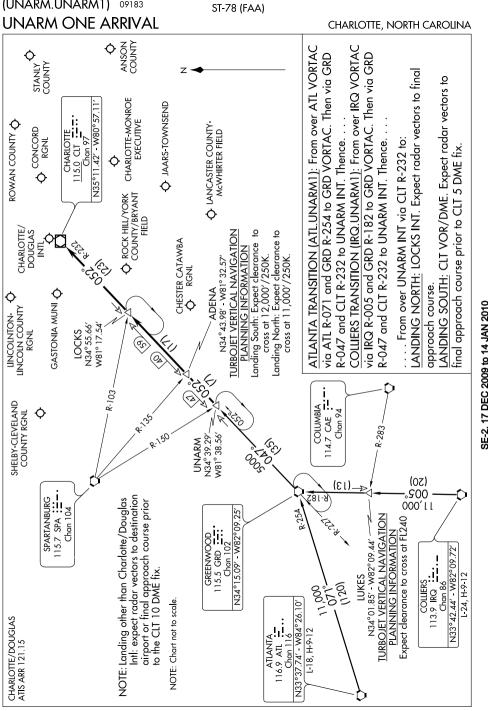


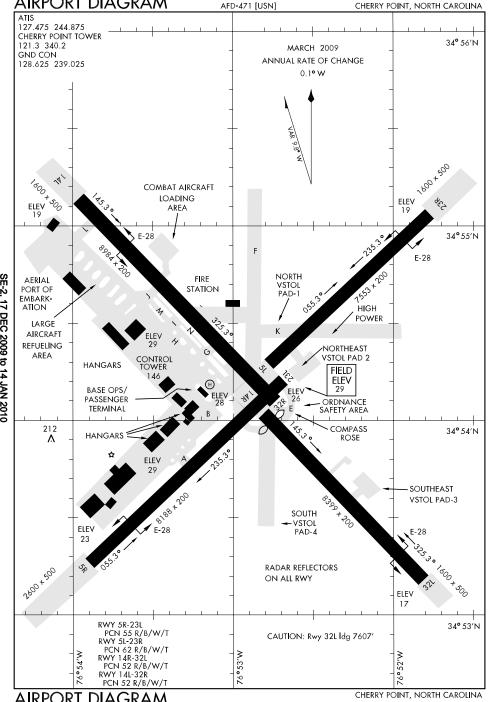


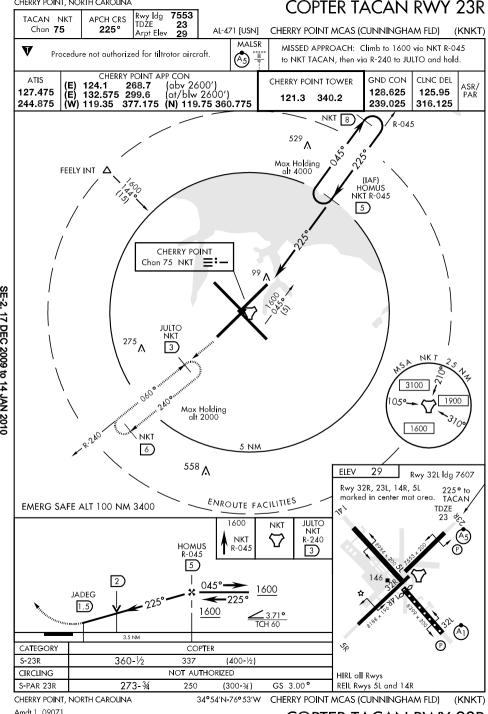






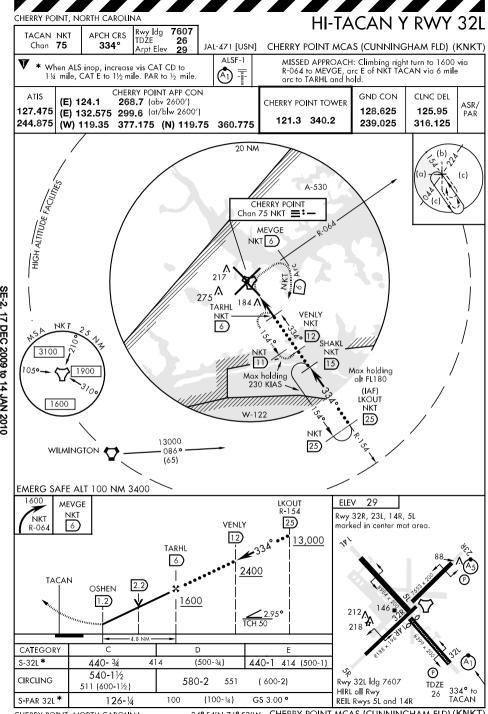


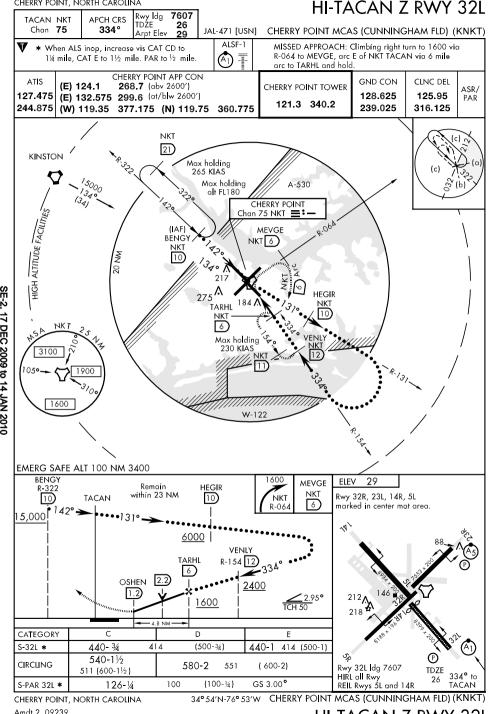


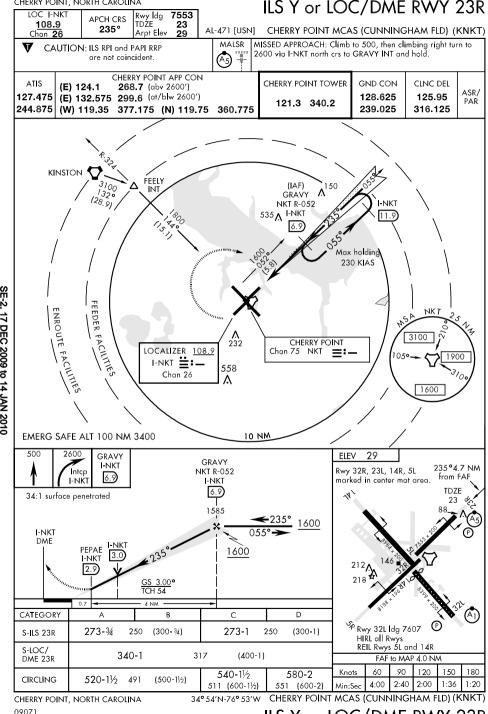


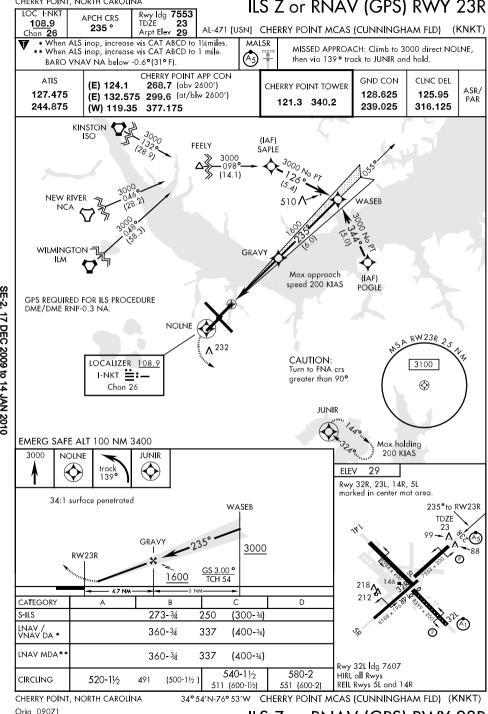
HI-TACAN RWY 141 Rwy Idg TDZE 8984 TACAN NKT APCH CRS 26 142° Chan 75 JAL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) Arpt Elev V MISSED APPROACH: Climb to 1600 via NKT R-322 to NKT TACAN then via R-154 to TARHL and hold. CHERRY POINT APP CON ATIS GND CON CLNC DEL CHERRY POINT TOWER (abv 2600') ASR/ 124.1 268.7 127.475 128.625 125.95 PAR 132.575 299.6 (at/blw 2600') 121.3 340.2 244.875 239.025 316.125 119.35 377.175 (N) 119.75 360.775 *Or as assigned Expect 11,000* NKT for procedural hold 21) Max holding 11,000* alt FL180 KINSTON (IAF) MADAC 15,000 Max holding *134*°∧ NKT 21) 265 KIAS 134) Min holding alt 11,000* 2035 HORKU HIPOK NKT NKT 14) 1,000 (IAF) 4 CHERRY POINT Chan 75 NKT BÈNGY CAUTION: **NKT R-322** Intmed seg len 4 NM 10 TARHL NKT 275 6 232 ۸ 558 Max Holding alt 4000 3100 1900 370 1600 **ELEV** 29 Rwy 32L ldg 7607 142° to Rwy 32R, 23L, 14R, 5L EMERG SAFE ALT 100 NM 3400 TACAN marked in center mat area. TARHL NKT MADAC HORKU 11,000* *Or as assigned R-154 NKT 14 21) BENGY 10 6 R-322 142°→ HIPOK 26 11,000* TACAN $\overline{4}$ 4200 2.7 JOGTA 3000 $\overline{2}$ 900 218 3.30° \(\scrimetric \)
TCH 50 -6 NM · -2 NM -CATEGORY С 420-1 420-11/4 420-11/2 S-14L 394 (400-11/4) 394 (400-1) 394 (400-11/2) 540-11/2 580-2 CIRCLING 551 (600-2)511 (600-1½) HIRL all Rwys REIL Rwys 5L and 14R 126-1/2 S-PAR 14L 100 $(100 - \frac{1}{2})$ GS 3.00° CHERRY POINT, NORTH CAROLINA 34°54′N-76°53′W CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT) Amd+ 1 00230

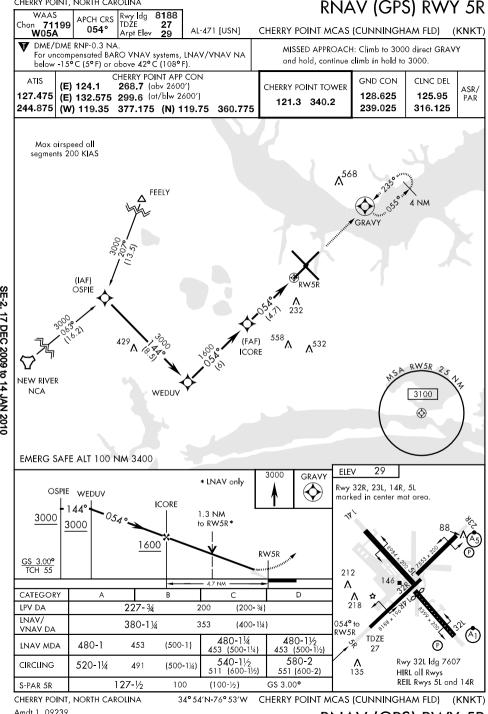
SE-2, 17 DEC 2009 to 14 JAN 2010

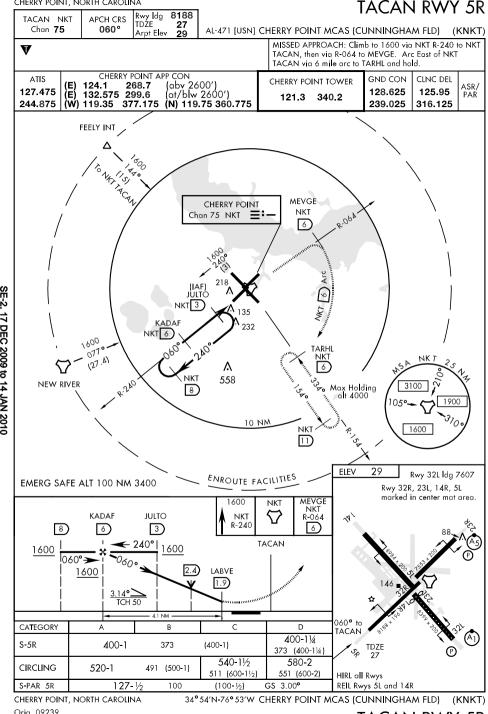


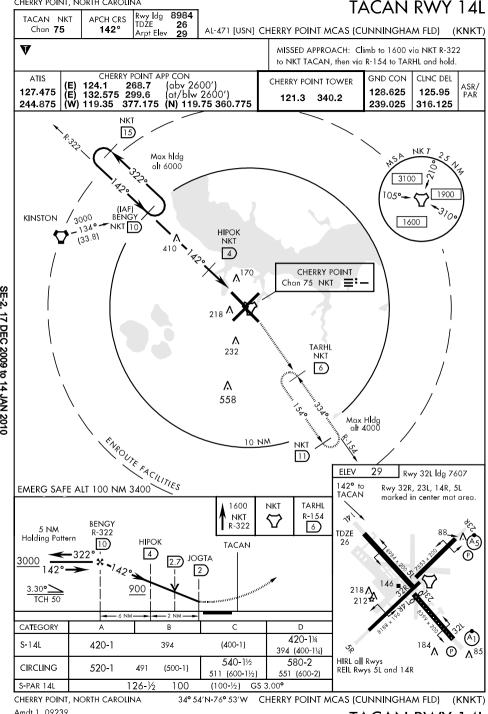


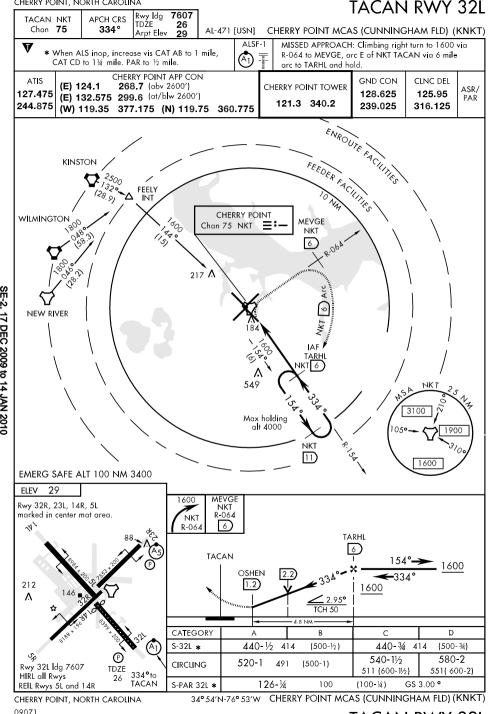


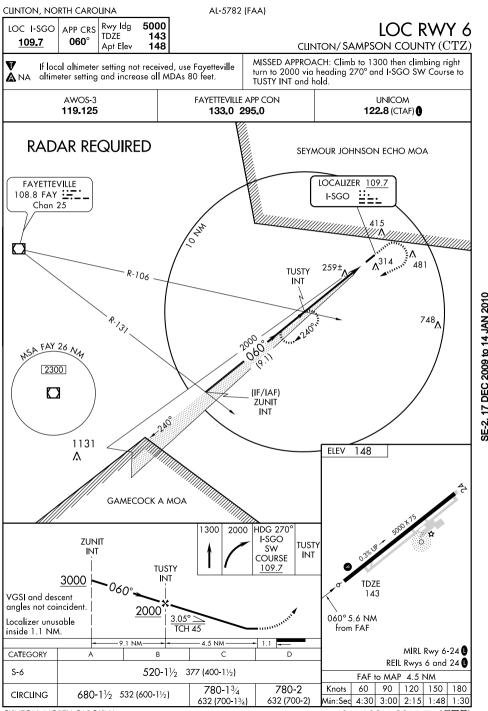


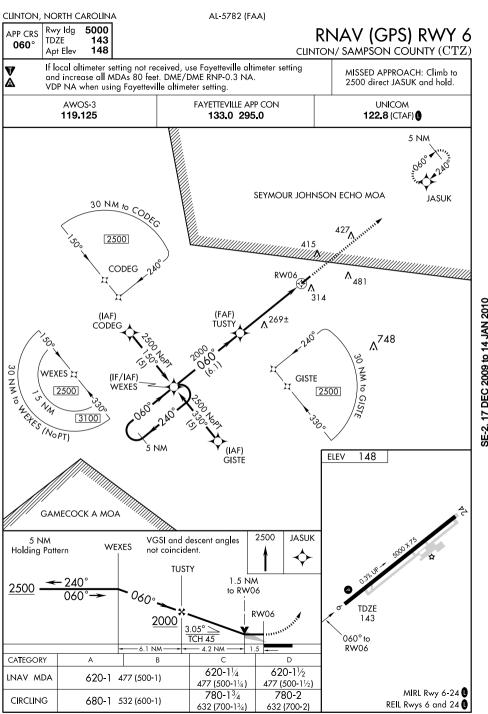


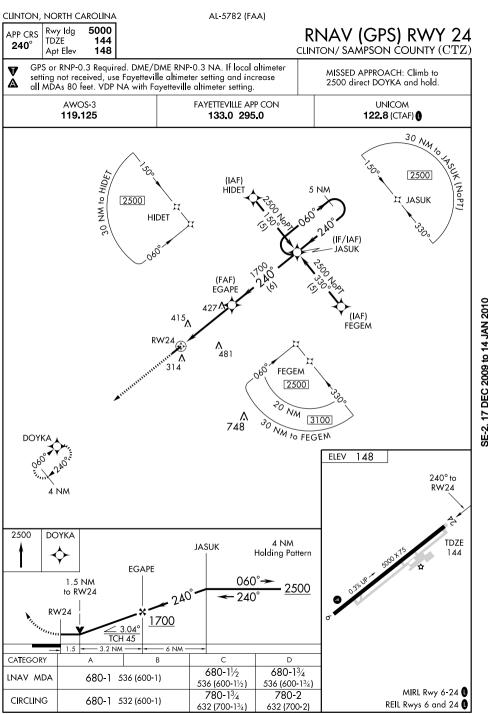


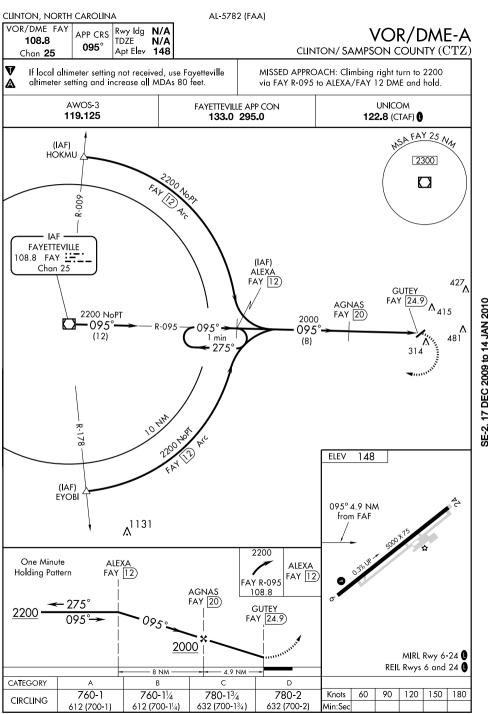


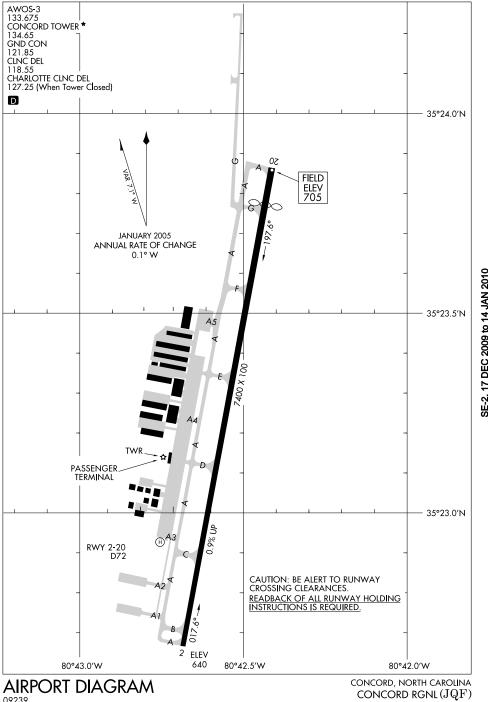


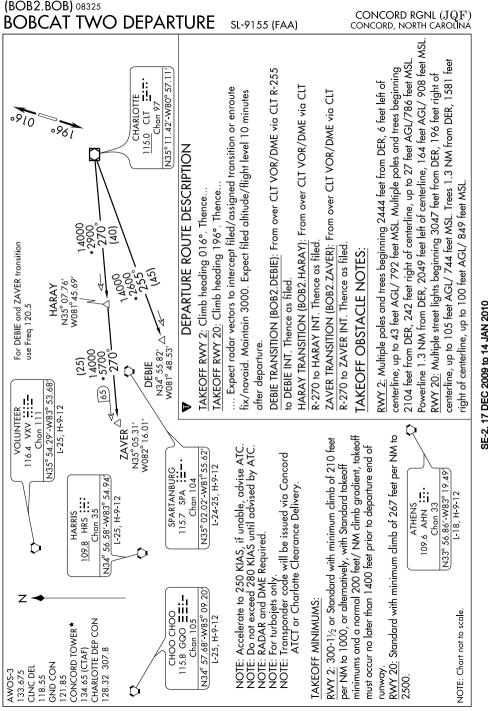


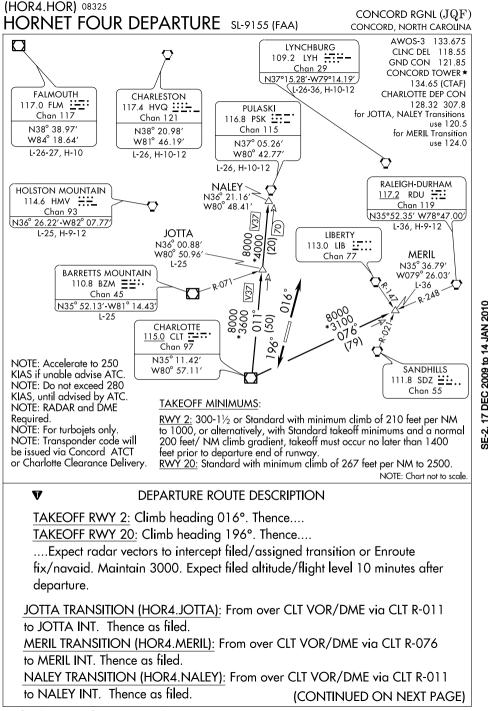












(HOR4.HOR) 08325 CONCORD RGNL (JQF) HORNET FOUR DEPARTURE SL-9155 (FAA) CONCORD, NORTH CAROLINA **TAKEOFF OBSTACLE NOTES:** RWY 2: Multiple poles and trees beginning 2444 feet from DER, 6 feet left of centerline, up to 43 feet AGL/ 792 feet MSL. Multiple poles and trees beginning 2104 feet from DER, 242 feet right of centerline, up to 27 feet AGL/786 feet MSL. Powerline 1.3 NM from DER, 2049 feet left of centerline, 164 feet AGL/ 908 feet MSL. RWY 20: Multiple street lights beginning 3047 feet from DER, 196 feet right of centerline, up to 105 feet AGL/ 744 feet MSL. Trees 1.3 NM from DER, 1581 feet right of centerline, up to 100 feet AGL/ 849 feet MSL. SE-2, 17 DEC 2009 to 14, IAN 2010 (HUG8.HUG) 08325 CONCORD RGNL $(J\Omega F)$ HUGO EIGHT DEPARTURE SL-9155 (FAA) CONCORD. NORTH CAROLINÁ AWOS-3 LYNCHBURG 133.675 109.2 LYH CLNC DEL CHARLESTON Chan 29 118.55 117.4 HVQ N37°15.28′ W79°14.19′ GND CON Chan 121 L-26-36, H-10-12 121 85 N38°20.98′ W81°46.19′ CONCORD TOWER ★ L-26, H-10-12 134.65 (CTAF) SADIE N36° 41.81′ W81° 33.61′ HOLSTON MOUNTAIN PULASKI 114.6 HMV ∷∴_ 116.8 PSK ::-: Chan 93 Chan 115 N36°26.22′ W82°07.77′ N37°05.26′ W80°42.77′ 95 L-25, H-9-12 L-26. H-10-12 CHARLOTTE NORTHWEST 115.0 CLT --- --CHARLOTTE DEP CON **ROBAY** Chan 97 134.75 257.2 N35°11.42′ W80°57.11′ N36° 03.77′ W81° 18.07′ SUGARLOAF MOUNTAIN 112.2 SUG ::=. RALEIGH-DURHAM Chan 59 Ó <u>117.2</u> RDU ∷∷ N35°24.39′ W82°16.12′ Chan 119 SE-2, 17 DEC 2009 to 14, IAN 2010 L-25 N35°52.35′ W78°47.00′ **PITTY** L-36, H-9-12 (45) N35° 19.82' **GIPPR** 11000 Š W81° 51.09′ N35°12.58' FOOTHILLS *2900 W79° 59.13′ 113.4 ODF 286° V54-409 L-25-36 Chan 81 1000 - R-272 -**₹**¯\$ 093° N34° 41.75′ DEBIE *2600 11000 W83° 17.86′ N34° 55.82′ *3100 L-25, H-9-12 W81° 48.53' (48)SANDHILLS GREENWOOD 111.8 SDZ <u>∺</u>:. 115.5 GRD Chan 55 Chan 102 N34° 15.09′ W82° 09.25' L-24, H-9-12 ANDYS ANDYS CHESTERFIELD ELECTRIC CITY N34° 22.25′ 108.6 ELW :=.. CHOPN 108.2 CTF =:-W81° 08.63' Chan 19 N34° 14.90′ Chan 23 SOUTHEAST W80° 32.35' N34° 25.15′ CHARLOTTE DEP CON W82° 47.08′ NOTE: TURBOPROPS: Operate in a 128.325 307.8 L-18 manner that will result in best forward speed and climb rate. NOTE: RADAR and DME Required. NOTE: For propeller aircraft only. COLLIERS COLUMBIA 114.7 CAE :---NOTE: Transponder code will be issued 113.9 IRQ <u>:--</u>• via Concord ATCT or Charlotte Chan 94 Chan 86 Clearance Delivery. N33°51.43′ W81°03.23′ N33°42.44′ W82°09.72′ L-24, H-9-12 L-24, H-9-12 SAVANNAH 115.95 SAV **∷**_ Chan 106 (Y) N32°08.78′ W81°11.95′ L-24, H-9-12 (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

(HUG8.HUG) 08325 CONCORD RGNL (JQF) CONCORD, NORTH CAROLINA HUGO FIGHT DFPARTURE SL-9155 (FAA)

DEPARTURE ROUTE DESCRIPTION V

TAKEOFF RWY 2: Climb heading 016°. Thence....

TAKEOFF RWY 20: Climb heading 196°. Thence....Expect radar vectors to intercept filed/assigned transition or enroute

fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (HUG8.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS INT. Thence as filed. CHOPN TRANSITION (HUG8.CHOPN): From over CLT VOR/DME via CLT R-165 to CHOPN INT. Thence as filed.

DEBIE TRANSITION (HUG8.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE INT. Thence as filed.

GIPPR TRANSITION (HUG8.GIPPR): From over CLT VOR/DME via CLT R-093 to GIPPR INT. Thence as filed. PITTY TRANSITION (HUG8.PITTY): From over CLT VOR/DME via CLT R-286 to

PITTY INT. Thence as filed. ROBAY TRANSITION (HUG8.ROBAY): From over CLT VOR/DME via CLT R-347 to ROBAY INT. Thence as filed.

SADIE TRANSITION (HUG8.SADIE): From over CLT VOR/DME via CLT R-347 to

SADIE INT. Thence as filed. TAKEOFF OBSTACLE NOTES:

RWY 2: Multiple poles and trees beginning 2444 feet from DER, 6 feet left of centerline, up to 43 feet AGL/792 feet MSL. Multiple poles and trees beginning 2104 feet from DER, 242 feet right of centerline, up to 27 feet AGL

786 feet MSL. Powerline 1.3 NM from DER, 2049 feet left of centerline, 164 feet AGL/ 908 feet MSL. RWY 20: Multiple street lights beginning 3047 feet from DER, 196 feet right

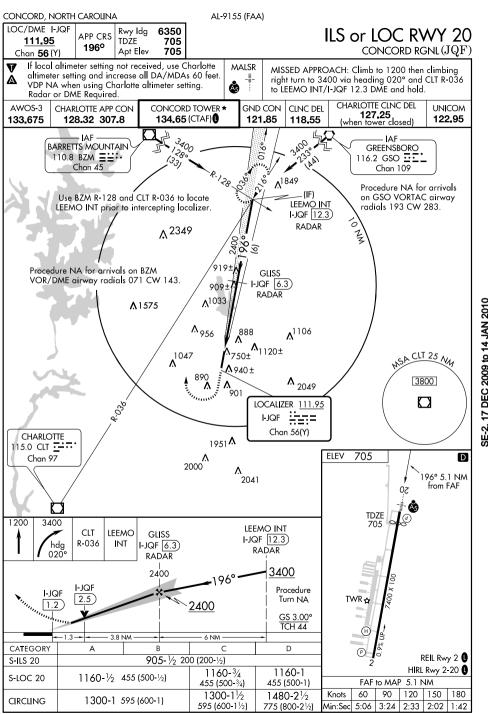
of centerline, up to 105 feet AGL/744 feet MSL. Trees 1.3 NM from DER, 1581 feet right of centerline, up to 100 feet AGL/ 849 feet MSL.

TAKEOFF MINIMUMS:

RWY 2: 300-11/2 or Standard with minimum climb of 210 feet per NM to 1000, or alternatively, with Standard takeoff minimums and a normal 200 feet/NM climb gradient, takeoff must occur no later than 1400 feet prior to departure end of runway.

SE-2, 17 DEC 2009 to 14, IAN 2010

RWY 20: Standard with minimum climb of 267 feet per NM to 2500.



(NASCR.NASCR1) 07298 ST-9155 (FAA) NASCR ONE ARRIVAL CONCORD, NORTH CAROLINA CHARLOTTE/DOUGLAS ATIS ARR 121.15 LYNCHBURG ARR (From over CTF) 109.2 LYH 💳∷ Chan 29 ARR (From over GSO, LIB) N37°15.28′ 128,325 W79° 14.19′ ROANOKE L-26-36, H-10-12 109.4 ROA Chan 31 NOTE: FKN TRANSITION-Propellers Only. FRANKLIN 110.6 FKN ::-HENBY N36° 43.17′ - W80° 01.49′ NAVIGATION Chan 43 N36° 42.85' W77°00.74′ PLANNING INFORMATION L-35-36, H-9-10-12 Turbojets expect clearance to cross at 12,000'. Propellers expect to cross at 11,000'. **GREENSBORO** 116.2 GSO ... **ARGAL** Chan 109 N36° 10.28′ SE-2, 17 DEC 2009 to 14, IAN 2010 N36° 02.74′ W78° 09.92′ W79° 58 58' 6000 R-088 268 (88)**PONTI** N35°39.03′ W80°21.25' TAR RIVER ROWAN 0004 COUNTY O 117.8 TYL ... Chan 125 RALEIGH-DURHAM (36) 117.2 RDU :::: Chan 119 ROUSH N35°33.38' W80°16.76′ CONCORD LIBERTY__. **RGNL** 113.0 LIB :-... O Chan 77 STANLY N35°48.70' COUNTY NASCR N35° 27.33′ - W80° 32.32′ W79°36.76′ L-25-36, H-9-12 VERTICAL NAVIGATION PLANNING INFORMATION NOTE: LIB TRANSITION-Propellers 12,000' or below. Expect clearance to cross at 4000' or as assigned by ATC. CHESTERFIELD 108.2 CTF =:-**FLORENCE** Chan 19 15.2 FLO ::=: N34° 39.03′ Chan 99 W80° 16.50° N34° 13.98 W79°39.43′ L-24-35-36, H-9-12 NOTE: DME Required. (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

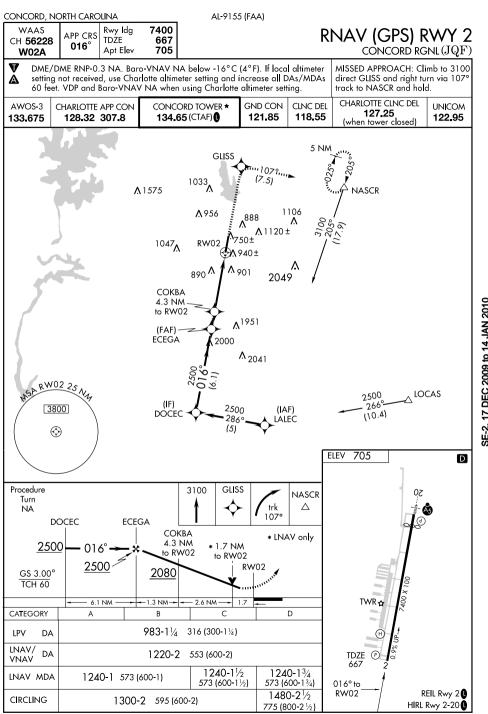
ST-9155 (FAA) 01305 NASCR ONE ARRIVAL (NASCR.NASCR1) CONCORD, NORTH CAROLINA ARRIVAL DESCRIPTION FLORENCE TRANSITION (FLO.NASCR1): From over FLO VORTAC via FLO R-312 to CTF VOR/DME then via CTF R-348 to NASCR INT. Thence.... FRANKLIN TRANSITION (FKN.NASCR1): From over FKN VORTAC via FKN R-249 to ARGAL INT then via GSO R-088 to GSO VORTAC then via GSO R-221 to NASCR INT. Thence.... LIBERTY TRANSITION (LIB.NASCR1): From over LIB VORTAC via LIB R-248 to NASCR INT. Thence.... LYNCHBURG TRANSITION (LYH.NASCR1): From over LYH VORTAC via LYH R-235 to HENBY INT then via GSO R-360 to GSO VORTAC then via GSO R-221 to NASCR INT. Thence....From over NASCR INT expect vectors to final approach course.

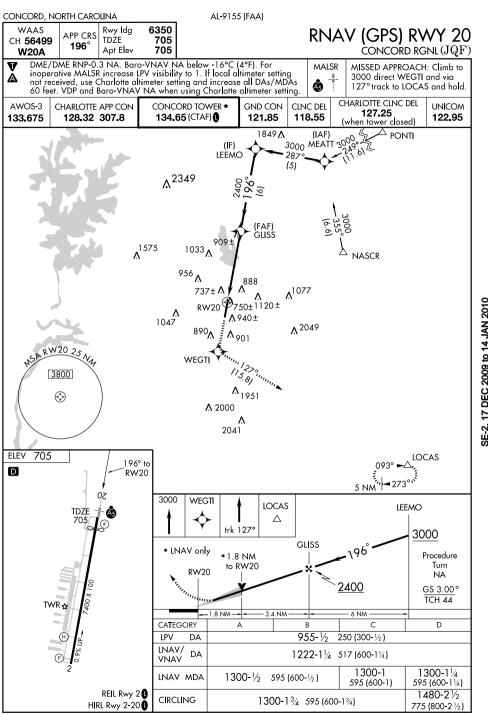
(PAN8.PAN) 08325 CONCORD RGNL (JQF) PANTHER EIGHT DEPARTURE SL-9155 (FAA) CONCORD. NORTH CAROLINA AWOS-3 133.675 CLNC DEL CHARLOTTE 118.55 115.0 CLT ==: GND CON Chan 97 121.85 N35°11.42′W80°57.11′ LILLS CONCORD TOWER* N34° 56.13′ W79° 55.81′ 134.65 (CTAF) CHARLOTTE DEP CON SANDHILLS L-25-35-36 128.32 307.8 111.8 SDZ **Ξ**... Chan 55 For ANDYS, COLUMBIA, R-271 LILLS and TAYLOR transitions use Frea 124.0 **FAYETTEVILLE ANDYS** 108.8 FAY :--**BUCKL** N34° 22.25′ N34° 31.50′ W80° 52.89′ Chan 25 W81° 08.63 **COLLIERS** FLORENCE 113.9 IRQ :--R-05b 115.2 FLO :--: Chan 86 Chan 99 COLUMBIA 114.7 CAE ---SE-2, 17 DEC 2009 to 14, IAN 2010 Chan 94 N33° 51.43′ W81° 03.23′ L-24, H-9-12 VANCE 110.4 VAN Chan 41 TREAL N33° 04.18′ W81° 26.46′ TAKEOFF MINIMUMS: RWY 2: 300-11/2 or Standard with minimum climb of 210 feet per NM to 1000, or alternatively, with Standard takeoff minimums and a normal 200 feet per NM climb gradient, takeoff must occur no later than 1400 feet prior to departure end of runway. **DUNKN** R-262 RWY 20: Standard with minimum climb of 267 feet N31° 58.70′ W81° 57.93′ per NM to 2500. SAVANNAH 115.95 SAV :∷_ NOTE: For turbojets only. Chan 106 (Y) NOTE: RADAR and DMÉ Required. NOTE: Transponder code will be issued via Concord ATCT or Charlotte Clearance Delivery. NOTE: Accelerate to 250 KIAS, if unable, advise ATC. NOTE: Do not exceed 280 KIAS until advised by ATC. **CRAIG TAYLOR** 114.5 CRG ----112.9 TAY -Chan 92 Chan 76 N30° 30.28′ NOTE: Chart not to scale. W82° 33.17' (NARRATIVE ON FOLLOWING PAGE) L-21-24 H-8

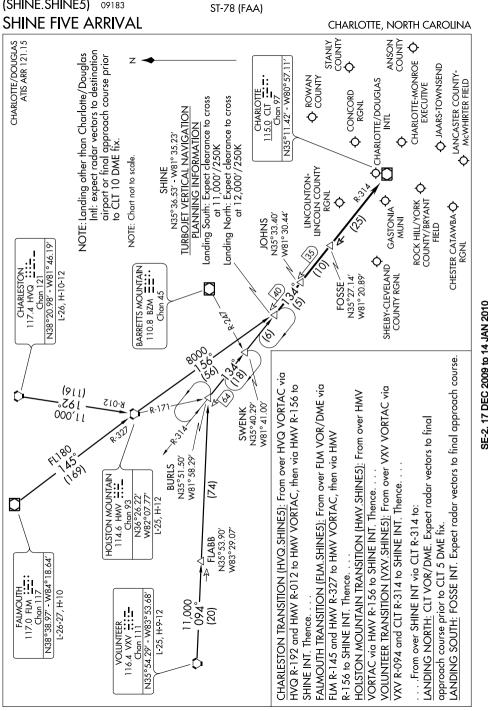
(PAN8.PAN) 08325 CONCORD RGNL(JQF) PANTHER EIGHT DEPARTURE SL-9155 (FAA) CONCORD. NORTH CAROLINA V DEPARTURE ROUTE DESCRIPTION TAKEOFF RWY 2: Climb heading 016°. Thence... TAKEOFF RWY 20: Climb heading 196°. Thence... Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000. Expect filed altitude/flight level 10 minutes after departure. ANDYS TRANSITION (PAN8.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS INT. Thence as filed. COLUMBIA TRANSITION (PAN8.CAE): From over CLT VOR/DME via CLT R-180 and CAE R-014 to CAE VORTAC. Thence as filed. LILLS TRANSITION (PAN8.LILLS): From over CLT VOR/DME via CLT R-112 to LILLS INT. Thence as filed. TAYLOR TRANSITION (PAN8.TAY): From over CLT VOR/DME via CLT R-196 to TREAL INT and CAE R-205 to DUNKN INT and TAY R-022 to TAY VORTAC. Thence as filed TAKEOFF OBSTACLE NOTES: RWY 2: Multiple poles and trees beginning 2444 feet from DER, 6 feet left of centerline, up to 43 feet AGL/ 792 feet MSL. Multiple poles and trees beginning 2104 feet from DER, 242 feet right of centerline, up to 27 feet AGL/786 feet MSL. Powerline 1.3 NM from DER, 2049 feet left of centerline, 164 feet AGL/ 908 feet MSL.

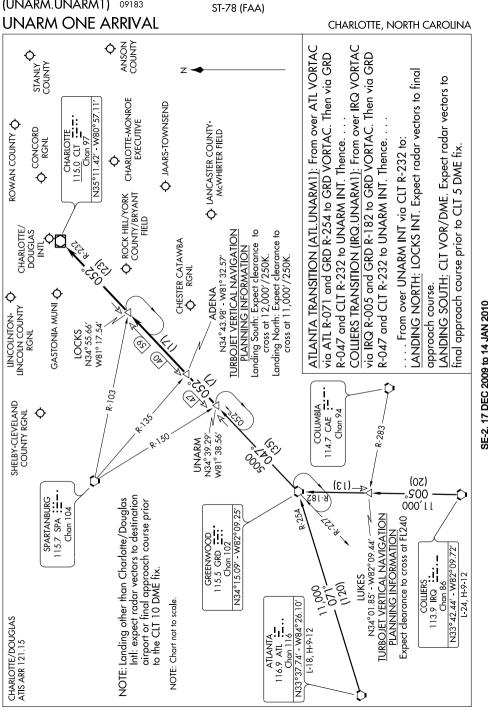
RWY 20: Multiple street lights beginning 3047 feet from DER, 196 feet right of centerline, up to 105 feet AGL/ 744 feet MSL. Trees 1.3 NM from DER, 1581 feet right of centerline, up to 100 feet AGL/849 feet MSL.

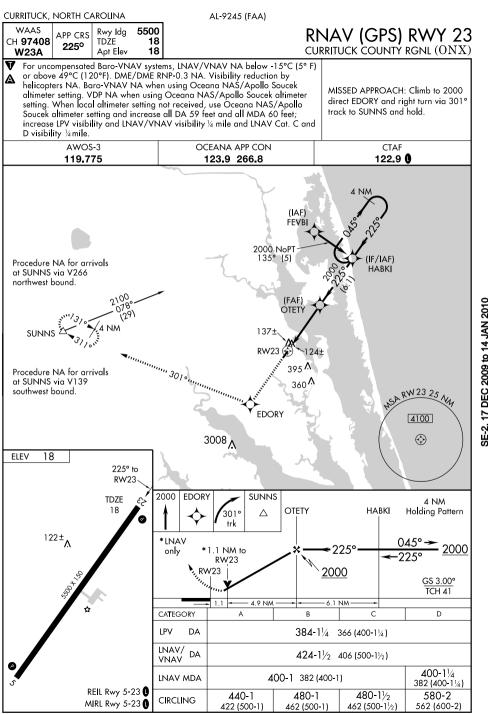
SE-2, 17 DEC 2009 to 14, IAN 2010

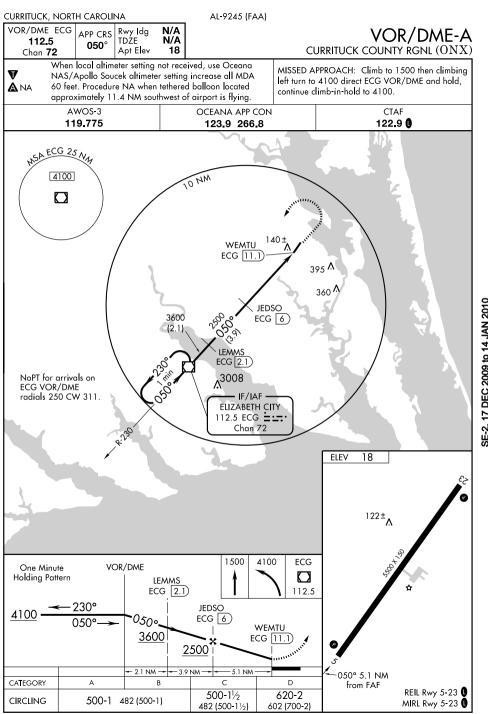


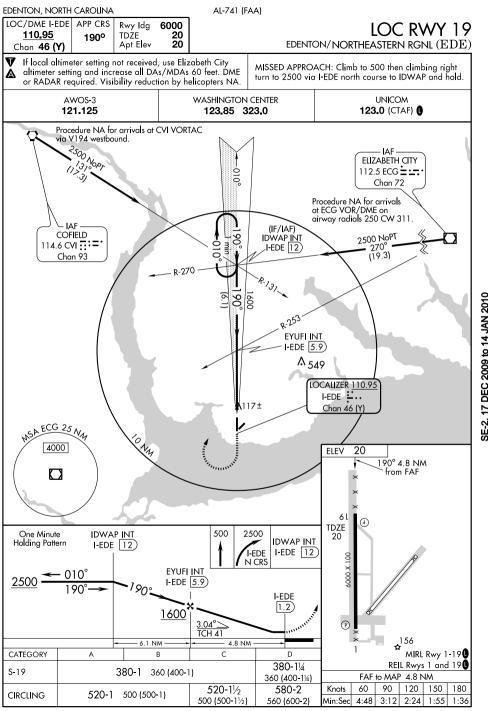


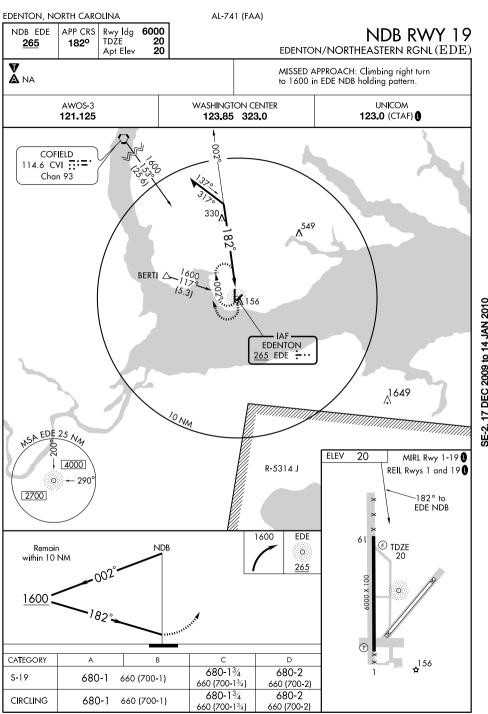


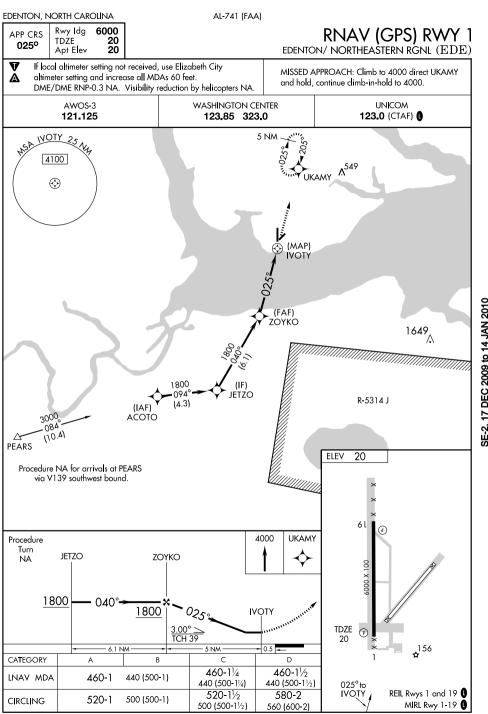




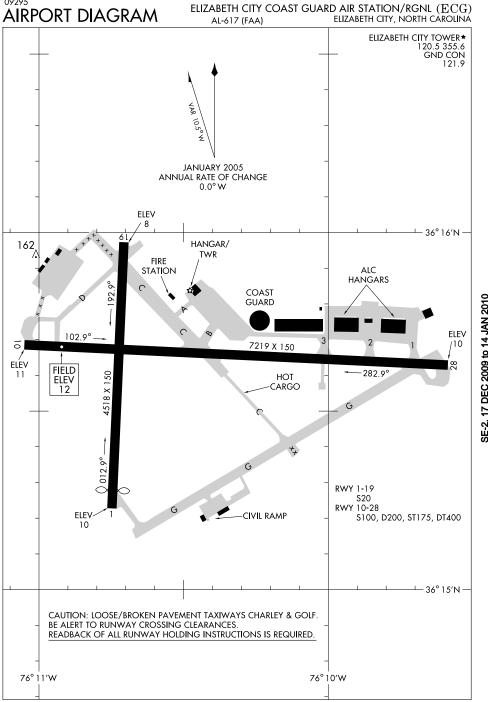


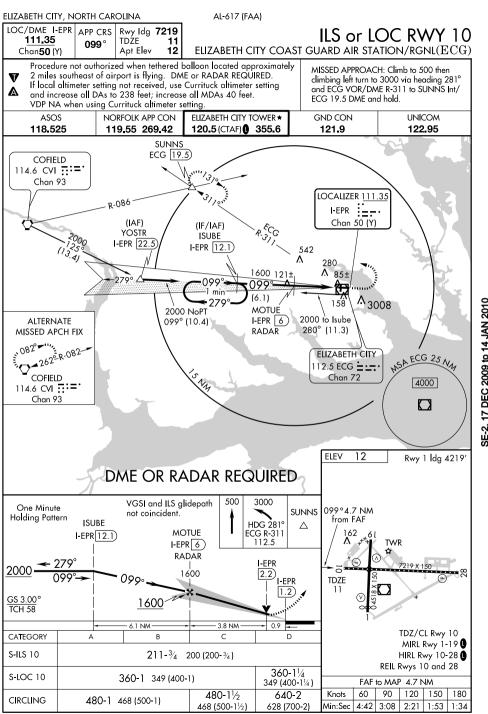


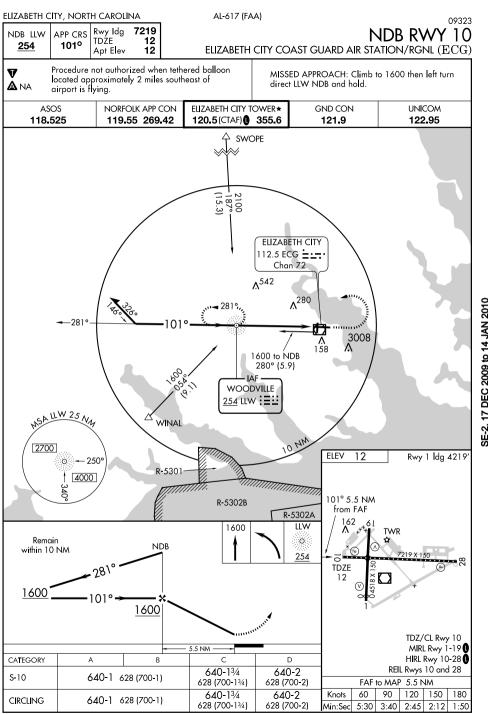


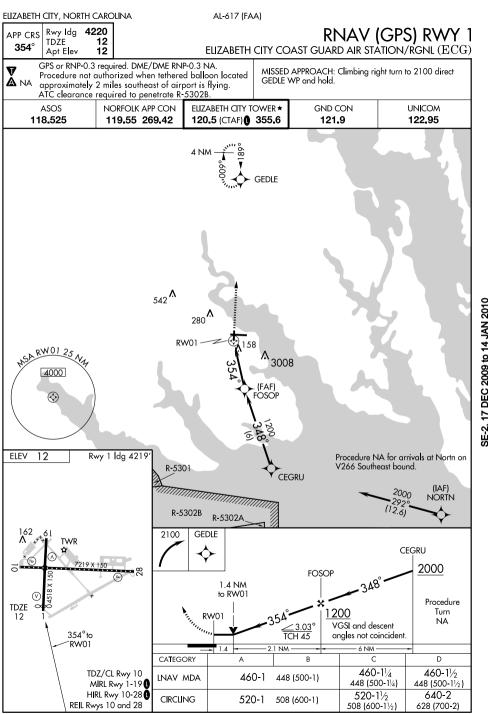


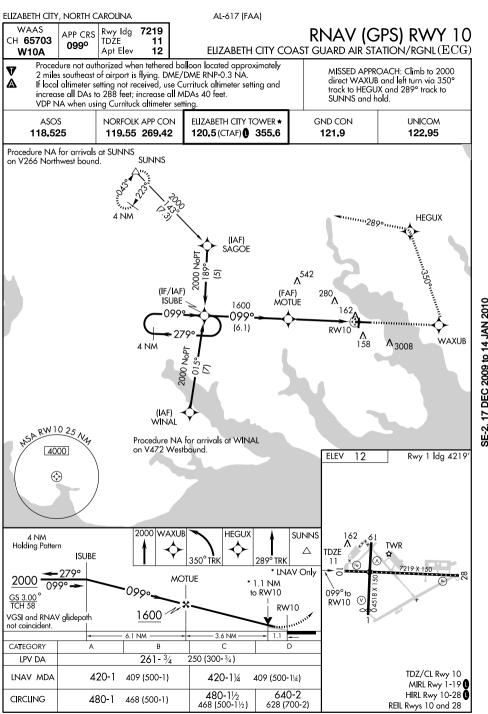
EDENTON, NORTH CAROLINA AL-741 (FAA) WAAS 6000 Rwy Idg RNAV (GPS) RWY 19 APP CRS CH 90503 TDŹE 20 190° 20 EDENTON/NORTHEASTERN RGNL (EDE) Apt Elev W19A Baro-VNAV NA when using Elizabeth City altimeter setting. If local altimeter setting not received, use Elizabeth City altimeter setting and MISSED APPROACH: Climb to 2500 A direct WETAV and right turn via 289° increase all DAs/MDAs 60 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). track to ADOGE and via 023° track to IJEKO and hold. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. AWOS-3 WASHINGTON CENTER UNICOM 121,125 123.85 323.0 123.0 (CTAF) 0 30 NM to IDWAP (Nop 2500 4000 (IF/IAF) IDWAP , Z (IAF) IDWAP (IAF) IJEKO 12500 NoPT 2500 NoPT OJGAL 1009 280 280 100 √280°..... (5) (5) -280° 5 NM 900, OJGAL 100° **JEKO** 4000 SE-2, 17 DEC 2009 to 14, IAN 2010 OUR NA TO IJEKO 2500 330 A 30 NM 10 (FAF) 549 **EYUFI** R-530 **X**117± **⊕** RW19 R-5302B ELEV 20 **ADOGE** WETAV 2500 WETAV ADOGE IJEKO 190° to RW19 023° 5 NM 289° TRK Holding Pattern TRK TDZE **IDWAP** 20 6 l 2500 **EYUFI** 90 RW19 5000 X 100 GS 3.00° 1600 TCH 41 6.1 NM 4.8 NM CATEGORY Α C D LPV DA 362-11/4 342 (400-11/4) INAV/ DA (P) 407-11/2 387 (400-11/2) VNAV **₄**156 380-11/4 LNAV MDA 380-1 360 (400-1) 360 (400-11/4) MIRL Rwy 1-19 1 520-11/2 580-2 CIRCLING 520-1 500 (500-1) REIL Rwys 1 and 19 1 500 (500-11/2) 560 (600-2)

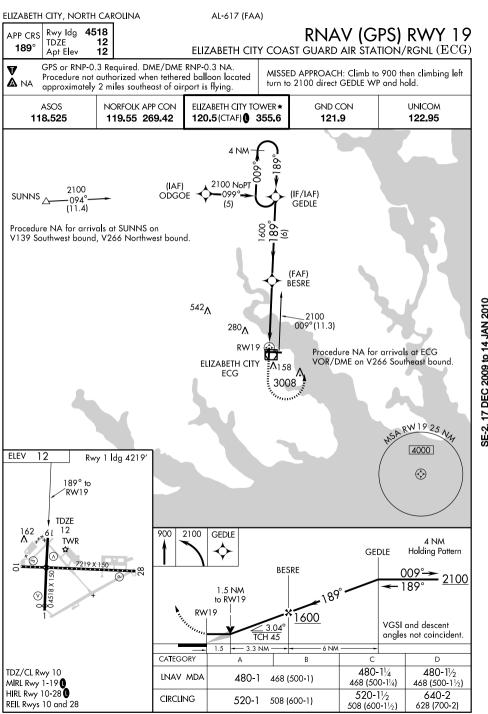


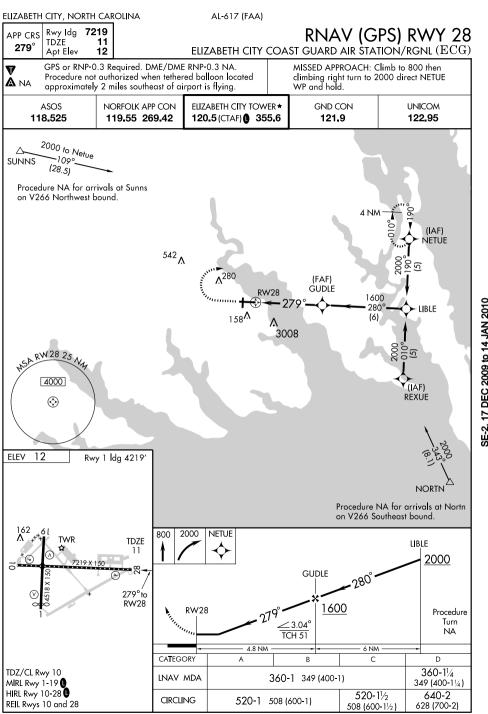


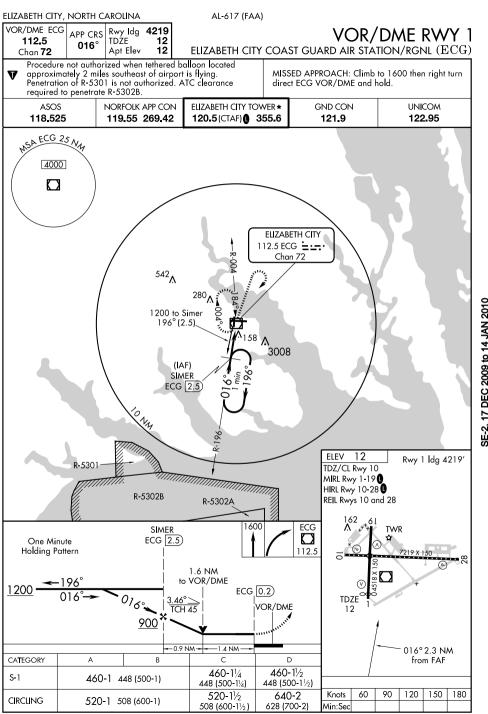


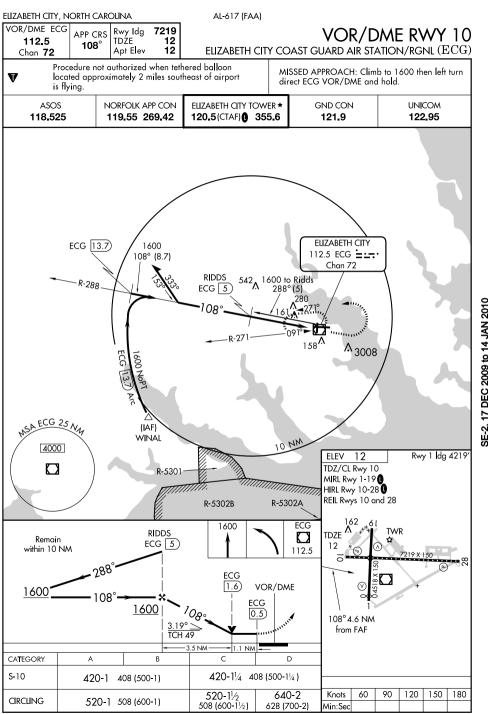


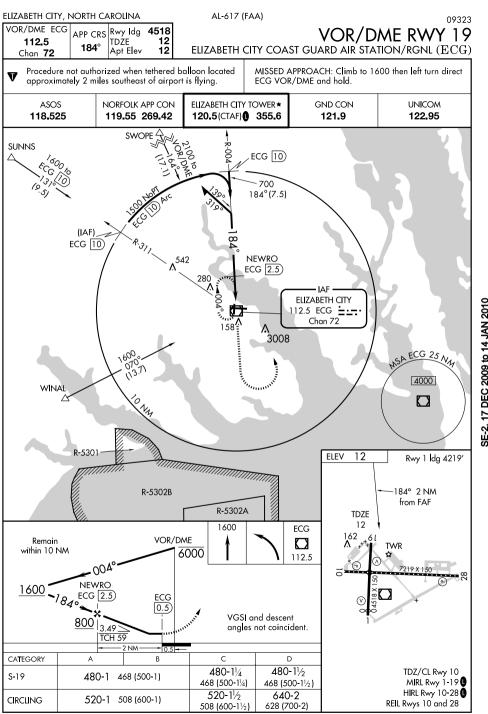


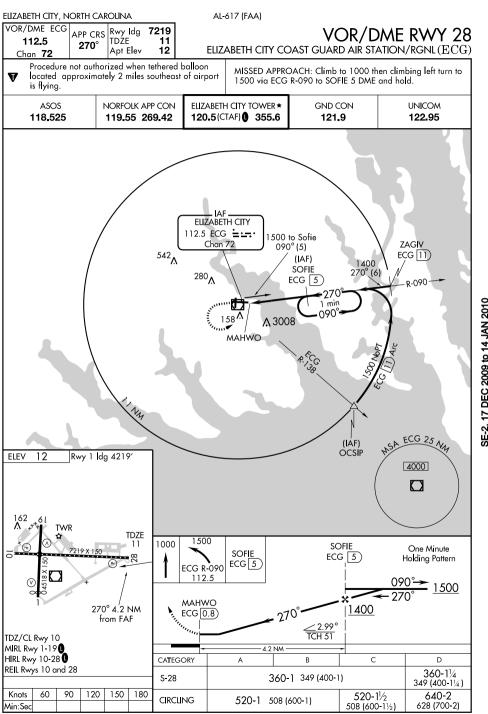


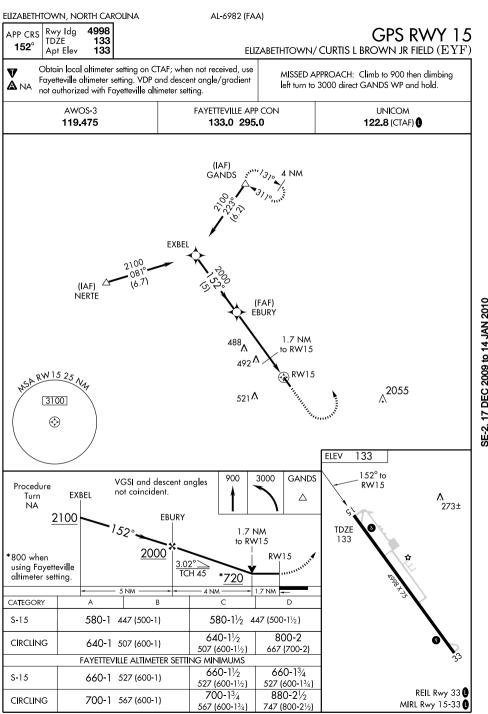


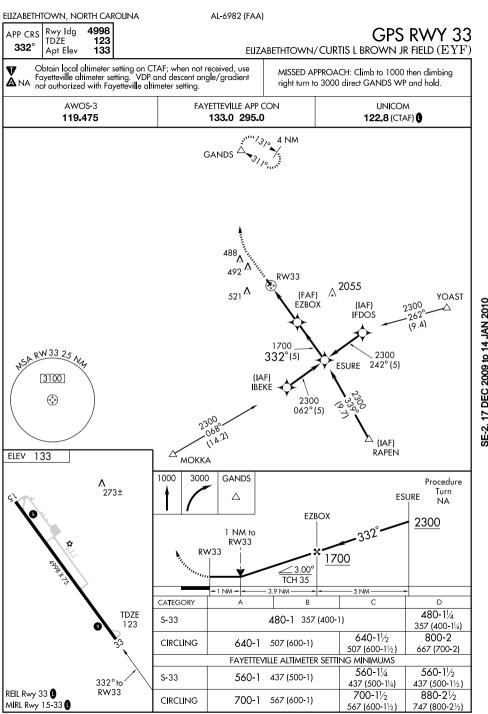




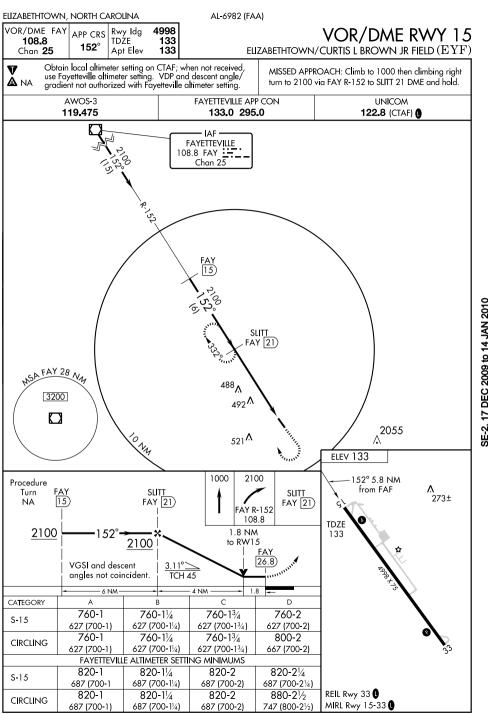


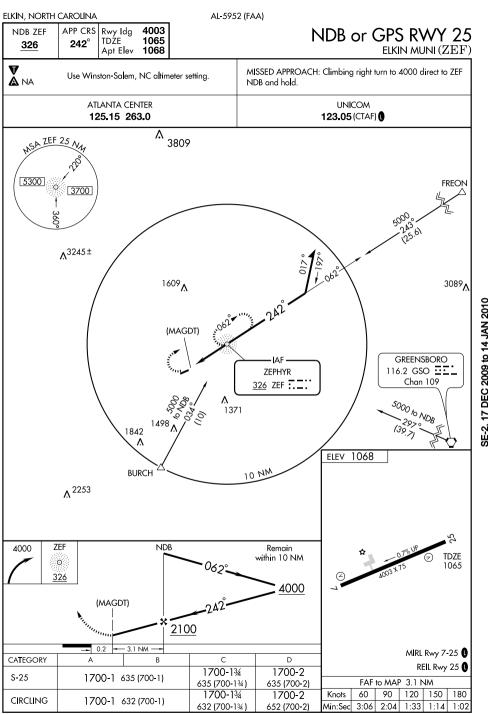


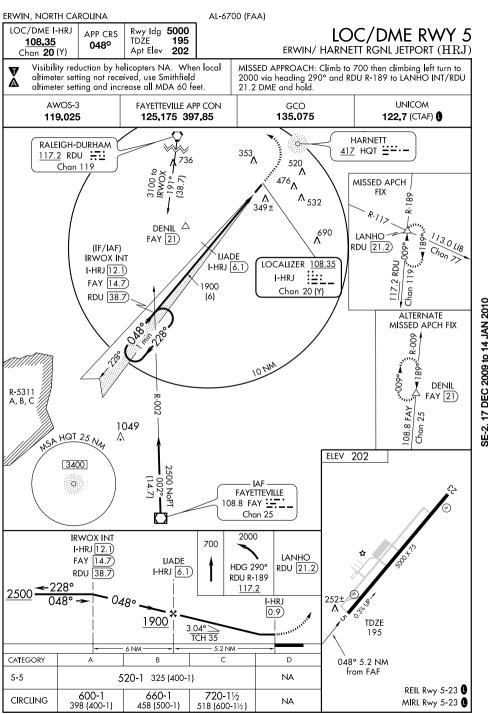


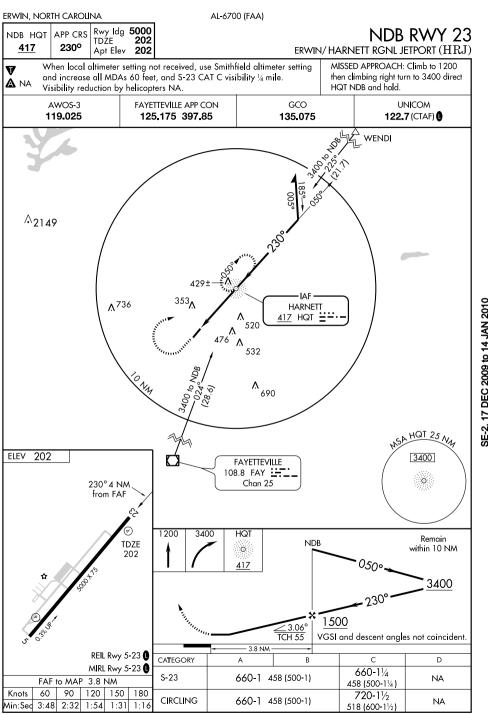


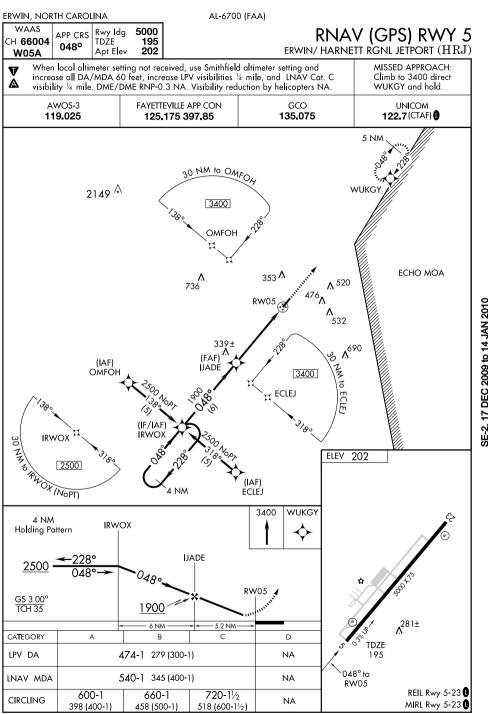
ELIZABETHTOWN, NORTH CAROLINA AL-6982 (FAA) 4998 Rwy Idg NDB RWY 33 NDB TGQ APP CRS TDŹE 123 398 332° Apt Elev ELIZABETHTOWN/CURTIS L BROWN JR FIELD(EYF)133 Obtain local altimeter setting on CTAF; when not received, use Fayetteville altimeter setting. Descent angle/gradient V MISSED APPROACH: Climb to 1000 then climbing A NA left turn to 2600 direct TGQ NDB and hold. not authorized with Fayetteville altimeter setting. AWOS-3 FAYETTEVILLE APP CON UNICOM 119.475 133.0 295.0 122.8 (CTAF) 0 GANDS NSA TGQ 25 Ny **NERTE** 3100 1100 488 △ 2055 521 SE-2, 17 DEC 2009 to 14, IAN 2010 IAF ELIZABETHTOWN 398 TGQ ==: 3000 052° (19.4) MOKKA 754 ELEV 133 REIL Rwy 33 0 (IAF) MIRL Rwy 15-33 (**RAPEN** 273± 1000 2600 TGQ NDB Remain 0 within 10 NM 398 2600 1700 2.92° TCH 35 5 NM TDZE CATEGORY C D 123 S-33 540-1 417 (500-1) 540-11/4 417 (500-11/4) 640-11/2 800-2 CIRCLING 640-1 507 (600-1) 507 (600-11/2) 667 (700-2) 332° 5 NM FAYETTEVILLE ALTIMETER SETTING MINIMUMS from FAF 620-11/4 620-11/2 S-33 620-1 497 (500-1) FAF to MAP 5 NM 497 (500-11/4) 497 (500-11/2) 60 90 120 150 180 Knots 700-11/2 880-21/2 CIRCLING 700 - 1567 (600-1) 567 (600-11/2) Min:Sec 5:00 3:20 2:30 2:00 1:40 747 (800-21/2)

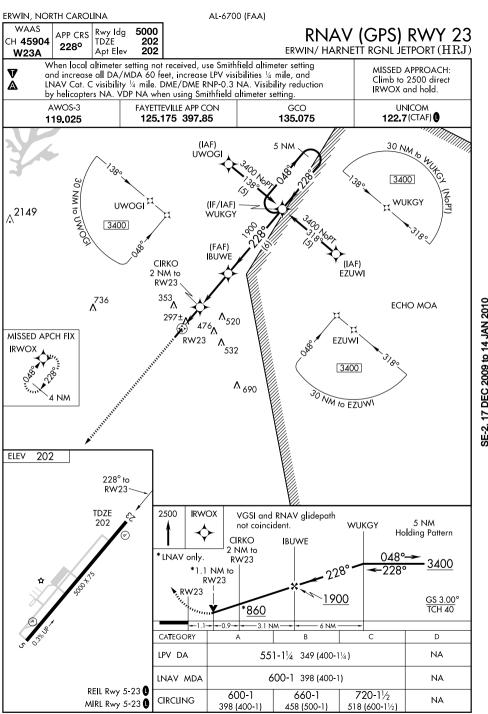


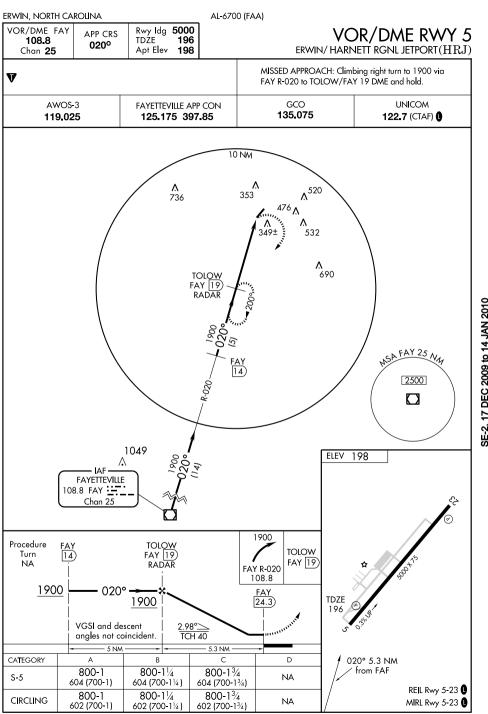


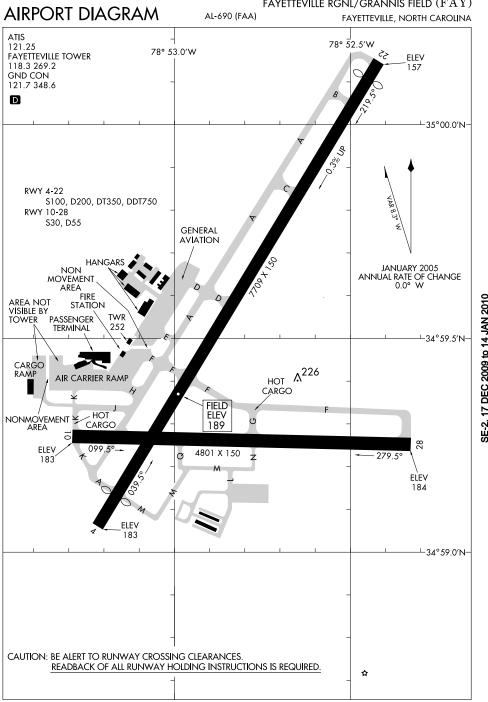


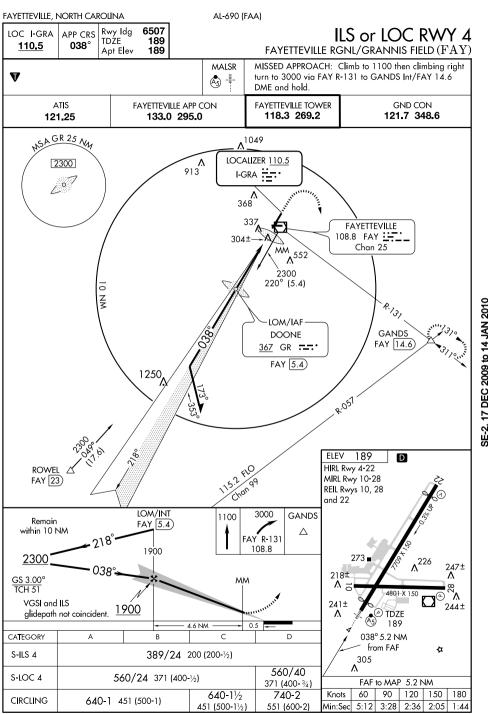


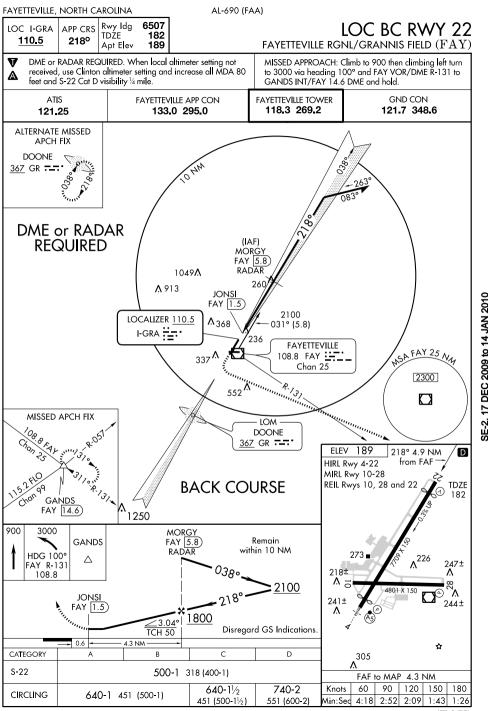












(MIY2.MIY) 08213 FAYETTEVILLE RGNL/GRANNIS FIELD (FAY) MOUNTY TWO DEPARTURE SL-690 (FAA) FAYETTEVILLE, NORTH CAROLINA ATIS 121.25 GND CON 121.7 348.6 **RALEIGH-DURHAM** FRANKLIN FAYETTEVILLE TOWER 117.2 RDU ::: 110.6 FKN **∷** 118.3 269.2 Chan 43 FAYETTEVILLE DEP CON N35°52.35′-W78°47.00′ N36°42.85′-W77°00.74′ 133.0 295.0 L-36, H-9-12 L-35-36, H-10-12 LIBERTY 113.0 LIB :: GREENSBORO Chan 77 116.2 GSO ... N35°48.70′-W79°36.76′ Chan 109 TAR RIVER L-25-36, H-9-12 N36°02.74′-W79°58.58′ 117.8 TYI =.. Chan 125 L-25-36, H-9-12 SANDHILLS N35°58.61′-W77°42.23′ 111.8 SDZ <u>::...</u> Chan 55 L-35-36, H-9-12 N35°12.93′-W79°35.28′ L-25-35-36, H-9-12 CHARLOTTE 115.0 CLT - **←** 278° Chan 97 N35°11.42′-W80°57.11′ **FAYETTEVILLE** 108.8 FAY ::-L-25-36, H-9-12 Chan 25 N34°59.13′-W78°52.50′ CHESTERFIELD L-35-36 WILMINGTON N34°39.03′-W80°16.50′ 117.0 ILM ::--· Chan 117 L-24-25-36 **FLORENCE** N34°21.10′-W77°52.46′ 115.2 FLO :: L-23-35, H-9-12 Chan 99 **GRAND STRAND** N34°13.98′-W79°39.43′ 117.6 CRE :---NOTE: RADAR Required. Chan 123 L-24-35-36, H-9-12 TAKEOFF MINIMUMS: N33°48.83′-W78°43.47 RWY 4, 22, 10, 28 Standard

TAKEOFF OBSTACLE NOTES:

Trees beginning 344 feet from DER, 240 feet left of centerline. up to 63 feet AGL/173 feet MSL. NOTE: RWY 10, Trees beginning 182 feet from DER, 295 feet right of centerline, up to 43 feet AGL/223 feet MSL. Trees beginning 451 feet from DER, 383 feet left of centerline, up to 62 feet AGL/242 feet MSL.

NOTE: RWY 4, Trees beginning 154 feet from DER, 117 feet right of centerline, up to 79 feet AGL/189 feet MSL.

NOTE: RWY 22, Vehicle on road 98 feet from DER, left and right of centerline, up to 15 feet AGL/186 feet MSL. Trees beginning 1059 feet from DER, 551 feet right of centerline, up to 94 feet AGL/ 264 feet MSL.

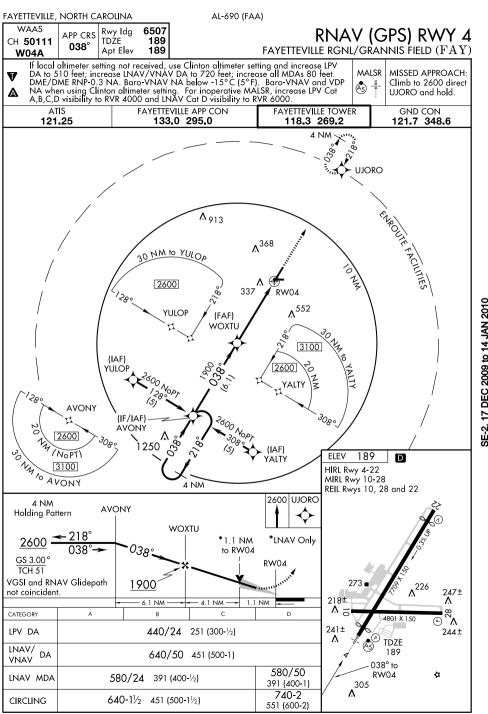
NOTE: RWY 28, Pole and trees beginning 199 feet from DER, 307 feet left of centerline, up to 34 feet AGL/204 feet MSL. Trees beginning 593 feet from DER, 96 feet right of centerline, up to 79 feet AGL/239 feet MSL.

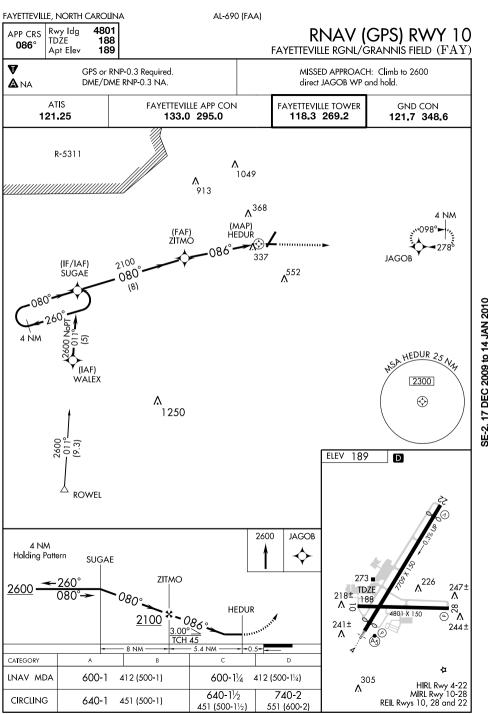
V DEPARTURE ROUTE DESCRIPTION RWY 4: Climb heading 038° or as assigned. Thence. . . . RWY 10: Climb heading 098° or as assigned. Thence. . . .

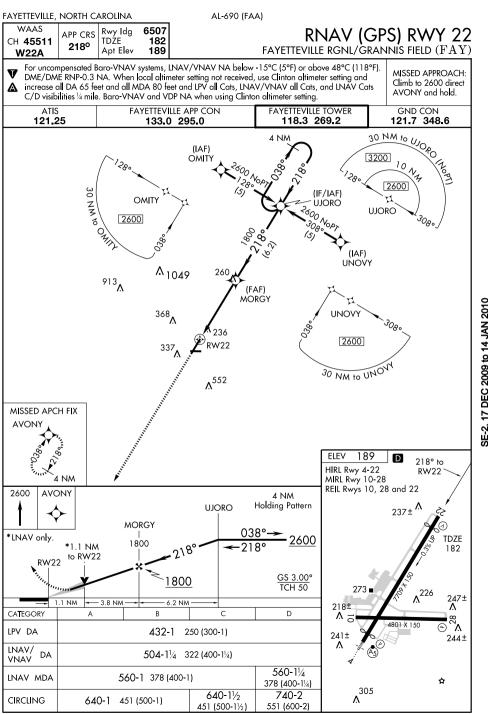
RWY 22: Climb heading 218° or as assigned. Thence. . . . RWY 28: Climb heading 278° or as assigned. Thence.Maintain 2000 feet or assigned altitude. Expect vectors to join filed route. Expect further clearance to filed altitude 10 minutes after departure.

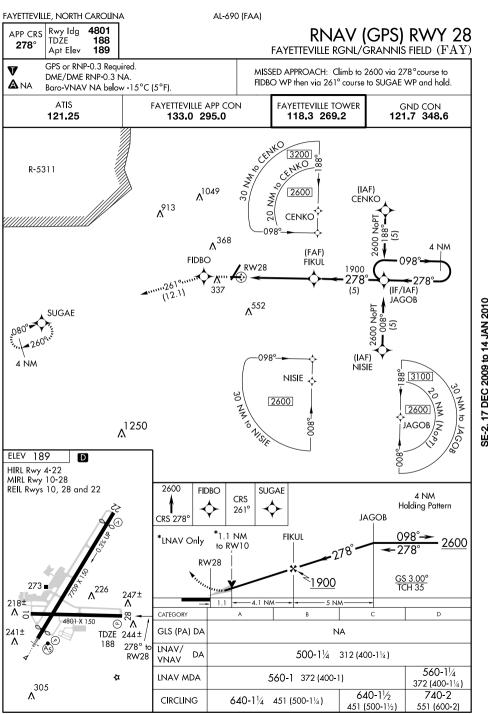
SE-2, 17 DEC 2009 to 14, IAN 2010

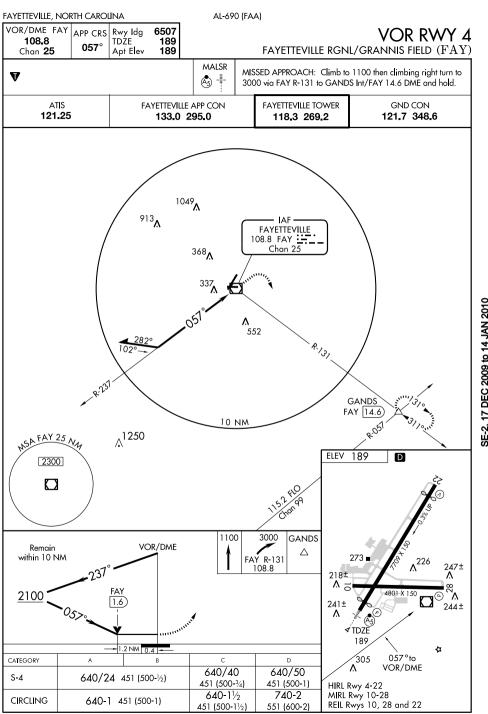
NOTE: Chart not to scale.

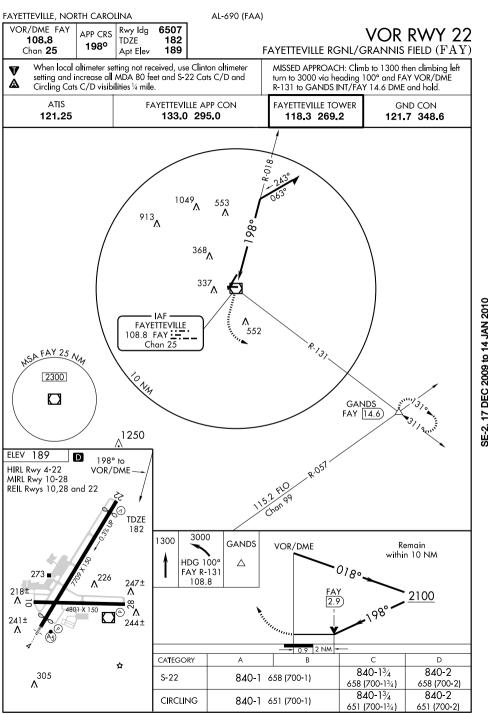


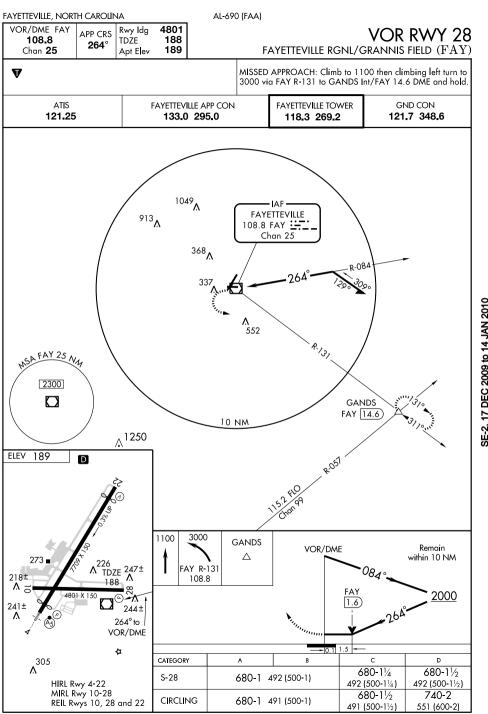


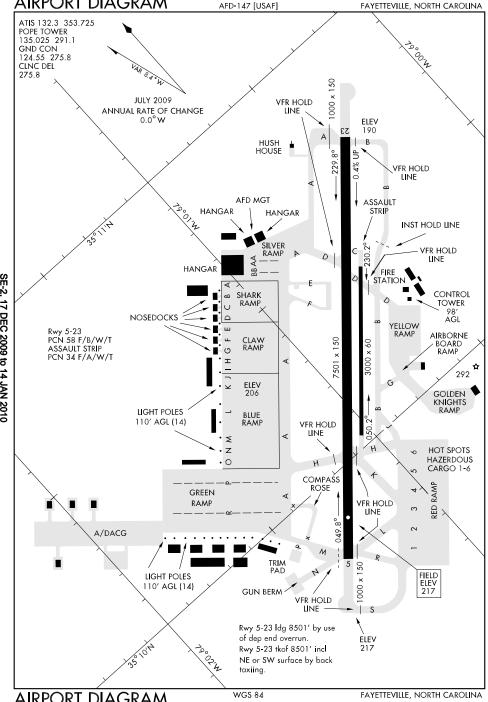


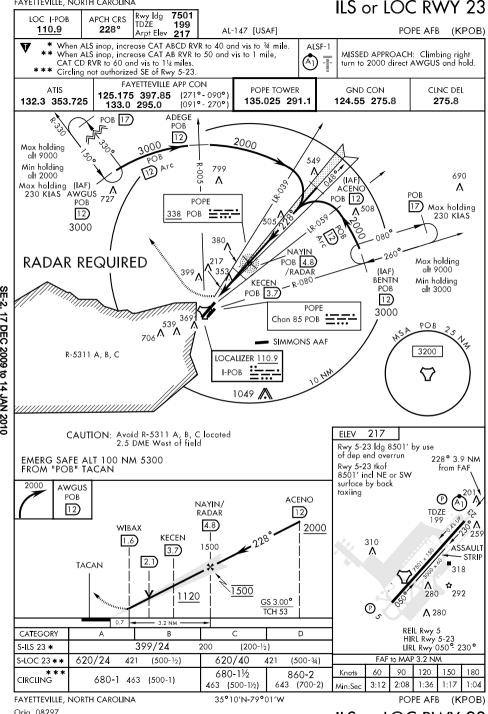


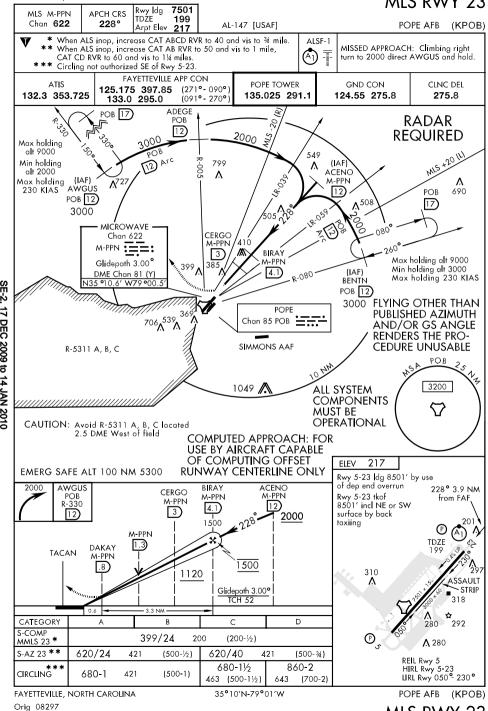


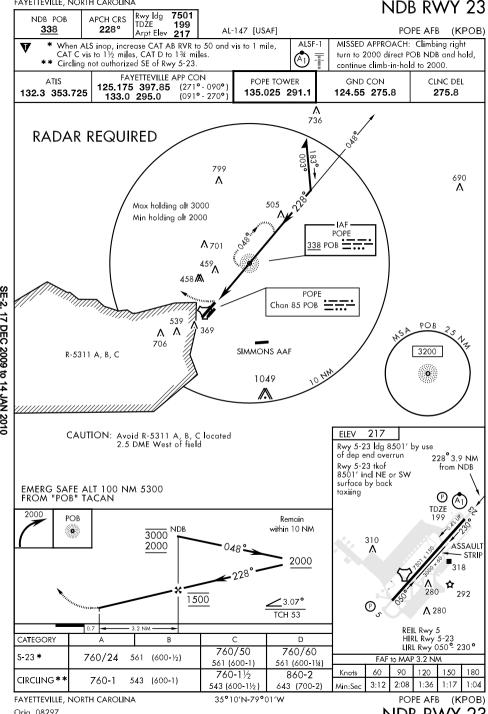


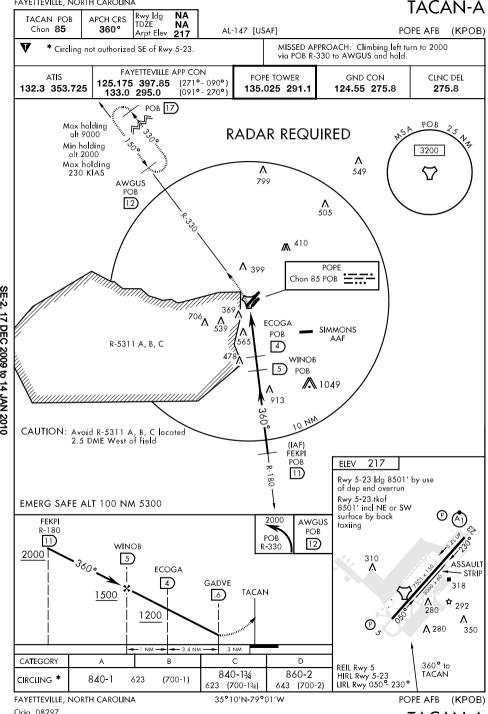


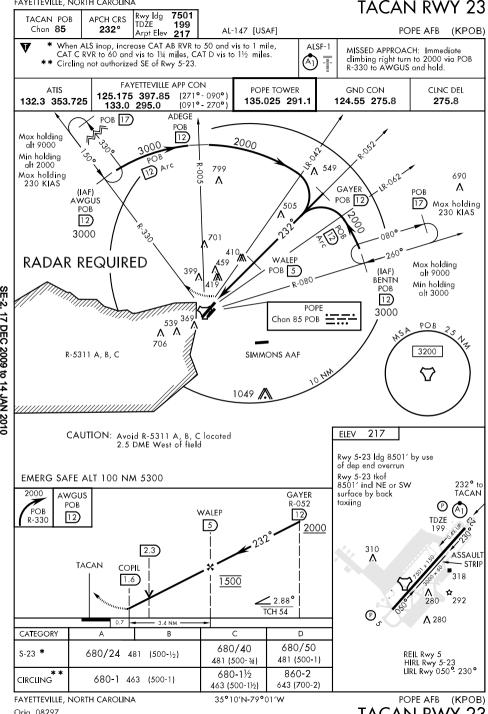


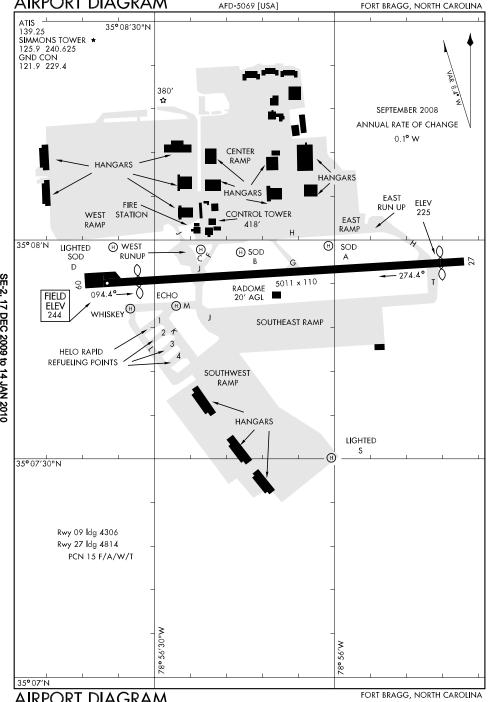


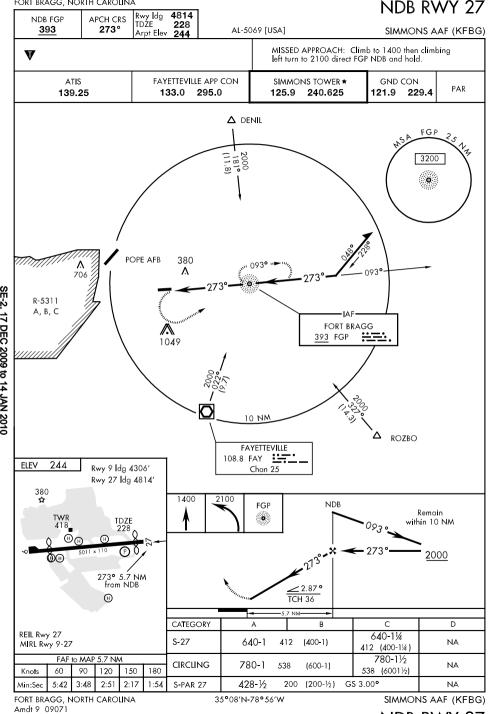


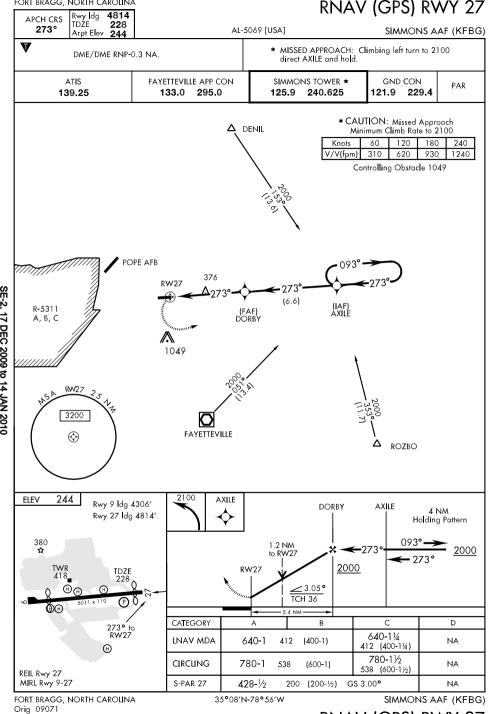


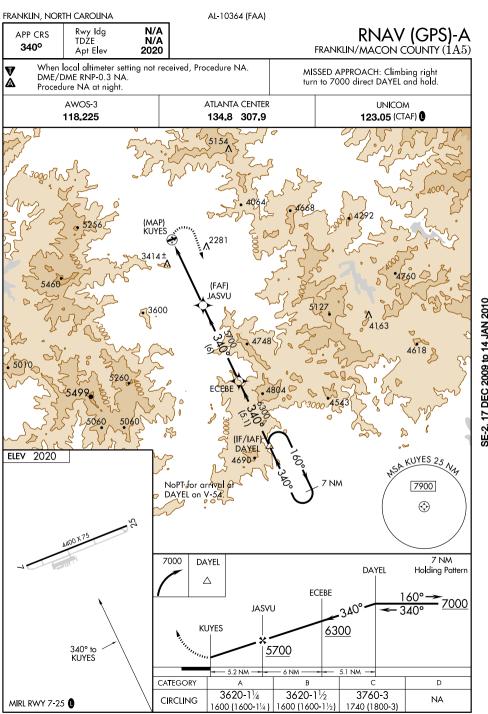




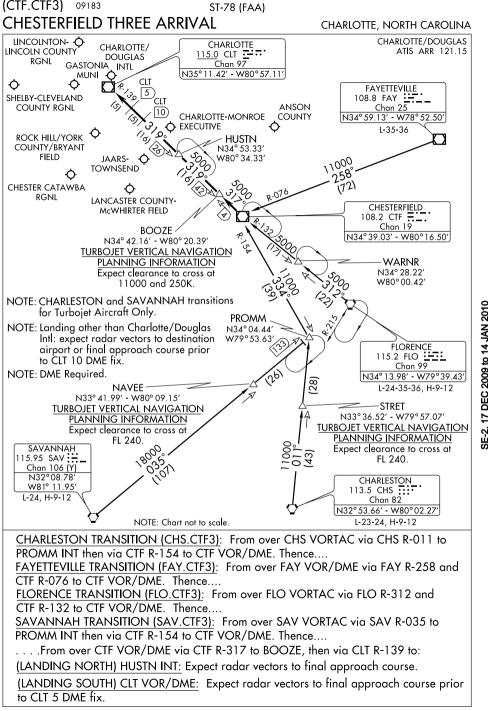


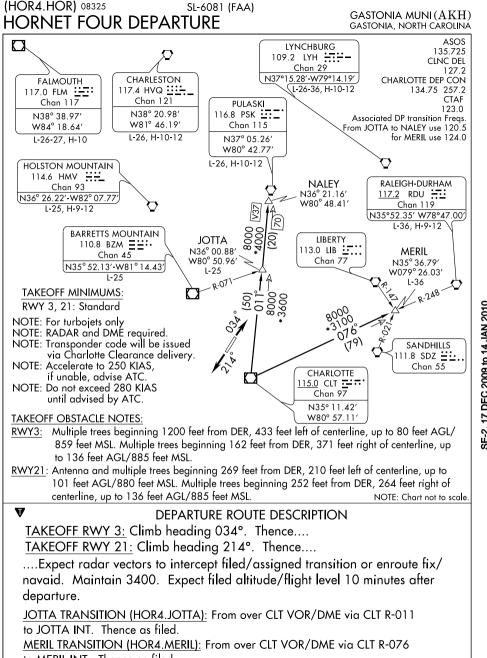






(BOB2.BOB) 08325 GASTONIA MUNI (AKH)BORCAT TWO DEPARTURE SL-6081 (FAA) GASTONIA. NORTH CAROLINÁ ASOS 135.725 CLNC DEL CHARLOTTE 127.2 VOLUNTEER 115.0 CLT 💳 🙃 **CTAF** 116.4 VXV **∷∷** 123.0 Chan 97 Chan 111 N35° 11.42′ CHARLOTTE DEP CON N35°54.29' W80° 57.11′ 134.75 257.2 W83°53.68' HARAY For DEBIE and ZAVER transition L-25, H-9-12 N35°07.76' use Frea 120.5 W81°45.69' 14000 14000 * 2900 **HARRIS** < 65 € ZAVER *5700 109.8 HRS :∷: 270° N35° 05.31′ 270° (40) Chan 35 W82° 16.01′△ (25)N34° 56.58′ W83° 54.94′ L-25, H-9-12 **SPARTANBURG** 115.7 SPA :=-Chan 104 N35° 02.02′ DEBIE CHOO CHOO W81°55.62' N34° 55.82' 115.8 GQO ==:-L-24-25, H-9-12 W81° 48.53' Chan 105 NOTE: For turbojets only. N34°57.68′-W85°09.20′ NOTE: RADAR and DMÉ Required. L-25, H-9-12 NOTE: Transponder code will be issued via Charlotte Clearance Delivery. NOTE: Accelerate to 250 KIAS, if unable, advise ATC. NOTE: Do not exceed 280 KIAS until advised by ATC. ATHENS 109.6 AHN :... Chan 33 TAKEOFF MINIMUMS: N33° 56.86′ W83° 19.49' RWY 3. 21: Standard. L-18, H-9-12 TAKEOFF OBSTACLE NOTES: Multiple trees beginning 1200 feet from DER, 433 feet left of centerline, up to 80 feet AGL/ 859 feet MSL. Multiple trees beginning 162 feet from DER, 371 feet right of centerline, up to 136 feet AGL/885 feet MSL. RWY21: Antenna and multiple trees beginning 269 feet from DER, 210 feet left of centerline, up to 101 feet AGL/880 feet MSL. Multiple trees beginning 252 feet from DER, 264 feet right of centerline, up to 136 feet AGL/885 feet MSL. V DEPARTURE ROUTE DESCRIPTION TAKEOFF RWY 3: Climb heading 034°. Thence.... TAKEOFF RWY 21: Climb heading 214°. Thence....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3400. Expect filed altitude/flight level 10 minutes after departure. DEBIE TRANSITION (BOB2.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE INT. Thence as filed. HARAY TRANSITION (BOB2.HARAY): From over CLT VOR/DME via CLT R-270 to HARAY INT. Thence as filed. ZAVER TRANSITION (BOB2.ZAVER): From over CLT VOR/DME via CLT R-270 to ZAVER INT. Thence as filed.





to MERIL INT. Thence as filed.

NALEY TRANSITION (HOR4.NALEY): From over CLT VOR/DME via CLT R-011 to NALEY INT. Thence as filed.

(HUG8.HUG) 08325 GASTONIA MUNI (AKH) HUGO EIGHT DEPARTURE SL-6081 (FAA) GASTONIA. NORTH CÁROLINÁ ASOS 135.725 LYNCHBURG CLNC DEL 109.2 LYH ::: 127.2 CHARLESTON Chan 29 CTAF 117.4 HVQ <u>∷∷-</u> N37°15.28′ W79°14.19′ 123.0 Chan 121 L-26-36, H-10-12 N38°20.98′ W81°46.19′ L-26, H-10-12 SADIE N36° 41.81′ W81° 33.61′ HOISTON MOUNTAIN PULASKI 114.6 HMV ::: 116.8 PSK ::: Chan 93 Chan 115 N36°26.22′ W82°07.77 N37°05.26' W80°42.77 195 L-25. H-9-12 L-26, H-10-12 CHARLOTTE NORTHWEST 115.0 CLT == ... CHARLOTTE DEP CON Chan 97 ROBAY 134.75 257.2 N35°11.42′ W80°57.11′ N36° 03.77′ W81° 18.07′ SUGARLOAF MOUNTAIN 112.2 SUG ::= RALEIGH-DURHAM <u>117.2</u> RDU ∷∴ Chan 59 N35°24.39′ W82°16.12′ Chan 119 L-25 N35°52.35′ W78°47.00′ **PITTY** L-36, H-9-12 (45) **GIPPR** N35°19.82' 11000 W81° 51.09′ N35°12.58′ **FOOTHILLS** *2900 W79° 59.13' 113.4 ODF 2869 V54-409 L-25-36 Chan 81 11000 - R-272 -**₹**¯\$ 093° N34° 41.75' DEBIE *2600 11000 W83° 17.86′ N34° 55.82' *3100 L-25. H-9-12 W81° 48.53' (48)SANDHILLS **GREENWOOD** 111.8 SDZ <u>::</u>. 115.5 GRD --: Chan 55 Chan 102 N34° 15.09′ W82° 09.25′ L-24, H-9-12 **ANDYS** CHESTERFIELD ELECTRIC CITY N34° 22.25′ 108.2 CTF ☴:_ CHOPN 108.6 ELW :=. W81° 08.63' N34° 14.90′ Chan 19 Chan 23 SOUTHEAST W80° 32.35' N34° 25.15' CHARLOTTE DEP CON W82° 47.08′ 128.325 307.8 NOTE: TURBOPROPS: Operate in a L-18 manner that will result in best forward speed and climb rate. NOTE: RADAR and DME Required. NOTE: For propeller aircraft only. COLLIERS COLUMBIA NOTE: Transponder code will be issued 114.7 CAE :--113.9 IRQ 🟪 Chan 94 via Charlotte Clearance Delivery. Chan 86 N33°51.43′ W81°03.23′ N33°42.44' W82°09.72' L-24, H-9-12 L-24, H-9-12 SAVANNAH 115.95 SAV **∷**_ Chan 106 (Y) N32°08.78' W81°11.95' TAKEOFF MINIMUMS: L-24, H-9-12 RWY 3, 21: Standard. (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

(HUG8.HUG) 08325 SL-6081 (FAA) GASTONIA MUNI (AKH) HUGO EIGHT DEPARTURE GASTONIA. NORTH CAROLINÁ

DEPARTURE ROUTE DESCRIPTION

V

TAKEOFF RWY 3: Climb heading 034°. Thence.... TAKEOFF RWY 21: Climb heading 214°. Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3400. Expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (HUG8.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS INT. Thence as filed. CHOPN TRANSITION (HUG8.CHOPN): From over CLT VOR/DME via CLT R-165 to CHOPN INT. Thence as filed. DEBIE TRANSITION (HUG8.DEBIE): From over CLT VOR/DME via CLT R-255 to

DEBIE INT. Thence as filed.

GIPPR TRANSITION (HUG8.GIPPR): From over CLT VOR/DME via CLT R-093 to

GIPPR INT. Thence as filed.

PITTY TRANSITION (HUG8.PITTY): From over CLT VOR/DME via CLT R-286 to

PITTY INT. Thence as filed. ROBAY TRANSITION (HUG8.ROBAY): From over CLT VOR/DME via CLT R-347 to ROBAY INT. Thence as filed.

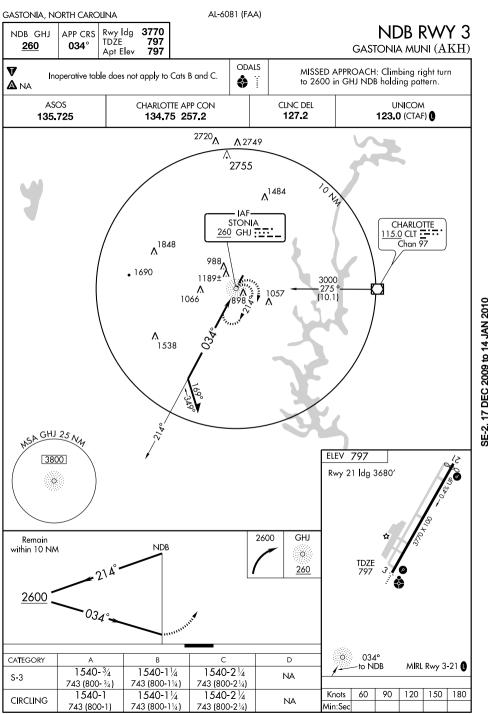
SADIE TRANSITION (HUG8.SADIE): From over CLT VOR/DME via CLT R-347 to SADIF INT. Thence as filed.

TAKEOFF OBSTACLE NOTES:

Multiple trees beginning 1200 feet from DER, 433 feet left of RWY3: centerline, up to 80 feet AGL/859 feet MSL. Multiple trees beginning 162 feet from DER, 371 feet right of centerline, up to 136 feet AGL/885 feet MSL.

RWY21: Antenna and multiple trees beginning 269 feet from DER, 210 feet left of centerline, up to 101 feet AGL/880 feet MSL. Multiple trees beginning 252 feet from DER, 264 feet right of centerline, up to 136 feet AGL/885 feet MSL.

(MAJIC.MAJIC1) 09183 ST-78 (FAA) MAJIC ONE ARRIVAL CHARLOTTE, NORTH CAROLINA CHARLOTTE/DOUGLAS ROANOKE ATIS ARR 121.15 109.4 ROA : CHARLOTTE APP CON Chan 31 (001° -119°) 128.32 N37°20.61′ - W80°04.23′ LYNCHBURG (120° -245°) 120.05 L-26, H-10-12 109.2 LYH 🗔 (246° -360°) 134.75 15NM 181° (61) Chan 29 (180° -359°) 257.2 N37° 15.28′ (360° -179°) 307.8 MAYOS W79° 14.19′ N36° 19.59′ - W79° 59.79′ L-26-36, H-10-12 TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION Expect to cross at FL220. KELLS N36° 35.17' MAJIC W79° 47.17′ N35°48.71′ - W80°26.17′ TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION RALEIGH/DURHAM Expect to cross at 13,000'/250K. 117.2 RDU **∷**ः Chan 119 N35° 52.35' W78° 47.00' L-36, H-9-12 11000 SUDSY -273° N35° 44.58′ (40)W80° 29.63' LIBERTY 113.0 LIB :-:: LINCOLNTON-CLT Chan 77 LINCOLN COUNTY **GIZMO** 10) N35° 48.70′ N35° 32.99′ W80° 39.29′ **RGNL** W79° 36.76′ SHELBY-CLT CHARLOTTE CLEVELAND DOUGLAS A 5 COUNTY RGNL INTL CHARLOTTE NOTE: DME required. 115.0 CLT -NOTE: RADAR required for LIB R-273. GASTONIA MUN NOTE: Landing other than Charlotte/ N35°11.42′ - W80°57.11′ Douglas Intl; expect radar ROCK HILL/YORK CHARLOTTE-MONROE vectors to destination airport COUNTY/BRYANT **EXECUTIVE** ANSON or final approach course prior **FIELD** COUNTY JAARSto CLT 10 DME fix. TOWNSEND CHESTER CATAWBA **RGNL** LANCASTER COUNTY-McWHIRTER FIELD NOTE: Chart not to scale. LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . . LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . . ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence.From over MAJIC via CLT R-039 to: LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix. LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.



(PAN8.PAN) 08325 GASTONIA MUNI (AKH) PANTHER EIGHT DEPARTURE SL-6081 (FAA) GASTONIA. NORTH CAROLINÁ ASOS CHARLOTTE 135.725 CLNC DEL 115.0 CLT ----TAKEOFF MINIMUMS: 127.2 Chan 97 RWY 3, 21: Standard CTAF N35°11.42′W80°57.11′ 123.0 CHARLOTTE DEP CON LILLS 134.75 257.2 N34° 56.13′ W79° 55.81′ For ANDYS, COLUMBIA, SANDHILLS L-25-35-36 LILLS and TAYLOR 111.8 SDZ **∺**:.. transitions use Freq 124.0 Chan 55 R-271 **FAYETTEVILLE BUCKL ANDYS** 108.8 FAY :--N34° 22.25′ N34° 31.50′ W80° 52.89′ Chan 25 W81° 08.63 **COLLIERS FLORENCE** 113.9 IRQ :--R-056 115.2 FLO :::: Chan 86 Chan 99 COLUMBIA 114.7 CAE 🔁 SE-2, 17 DEC 2009 to 14, IAN 2010 Chan 94 N33° 51.43′ W81° 03.23′ L-24, H-9-12 VANCE 110.4 VAN Chan 41 TREAL N33° 04.18′ W81° 26.46′ R.727 NOTE: For turbojets only. **DUNKN** R-262 NOTE: RADAR and DMÉ Required. N31° 58.70′ NOTE: Transponder code will be issued W81° 57.93′ SAVANNAH via Charlotte Clearance Delivery. NOTE: Accelerate to 250 KIAS, if 115.95 SAV ::: unable, advise ATC. Chan 106 (Y) NOTE: Do not exceed 280 KIAS until advised by ATC. **CRAIG TAYLOR** 114.5 CRG ----NOTE: Chart not to scale. 112.9 TAY --Chan 92 Chan 76 N30° 30.28′ W82° 33.17' (NARRATIVE ON FOLLOWING PAGE) L-21-24 H-8

(PAN8.PAN) 08325 GASTONIA MUNI(AKH) PANTHER EIGHT DEPARTURE SL-6081 (FAA) GASTONIA. NORTH CAROLINÁ

V

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 034°. Thence....

TAKEOFF RWY 21: Climb heading 214°. Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute

fix/navaid. Maintain 3400. Expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (PAN8.ANDYS): From over CLT VOR/DME via CLT R-196

to ANDYS INT. Thence as filed. COLUMBIA TRANSITION (PAN8.CAE): From over CLT VOR/DME via CLT R-180

to BUCKL FIX and CAE R-014 to CAE VORTAC. Thence as filed.

LILLS TRANSITION (PAN8.LILLS): From over CLT VOR/DME via CLT R-112 to

LILLS INT. Thence as filed. TAYLOR TRANSITION (PAN8.TAY): From over CLT VOR/DME via CLT R-196

to TREAL FIX CAE R-205 to DUNKN FIX and TAY R-022 to TAY VORTAC. Thence as filed

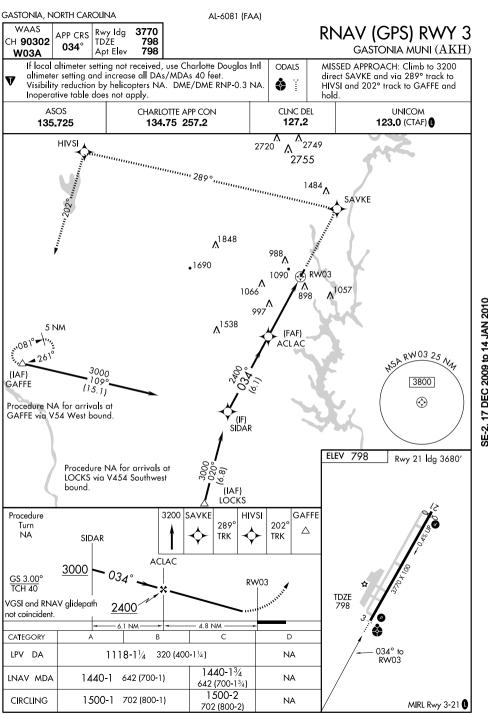
SE-2, 17 DEC 2009 to 14 JAN 2010

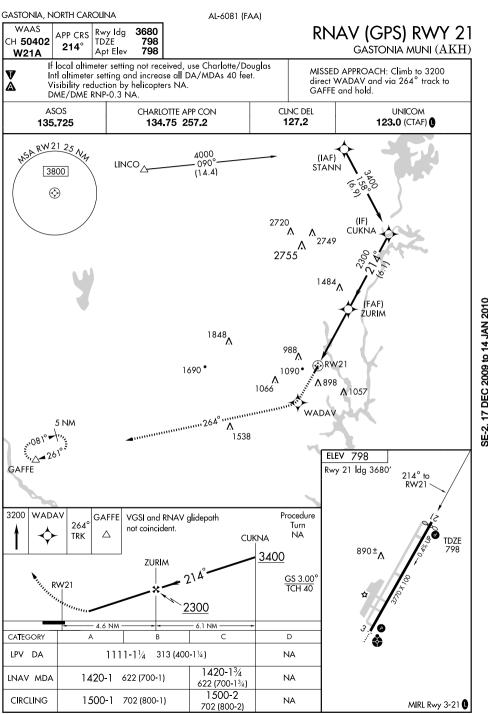
TAKEOFF OBSTACLE NOTES: RWY3: Multiple trees beginning 1200 feet from DER, 433 feet left of

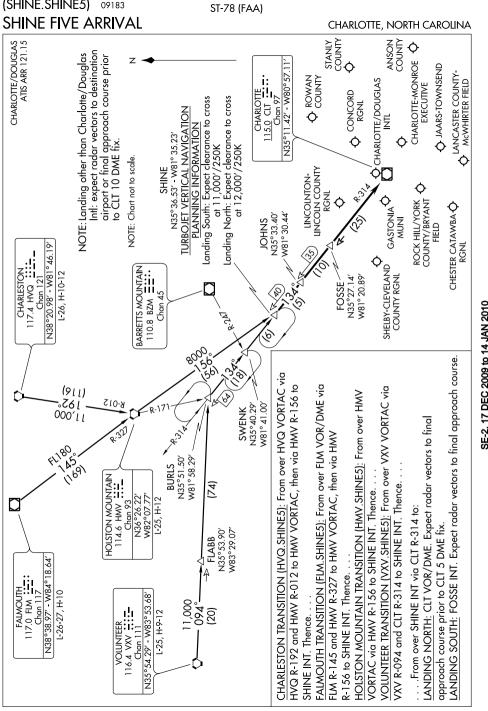
centerline, up to 80 feet AGL/859 feet MSL. Multiple trees beginning 162 feet from DER, 371 feet right of centerline, up

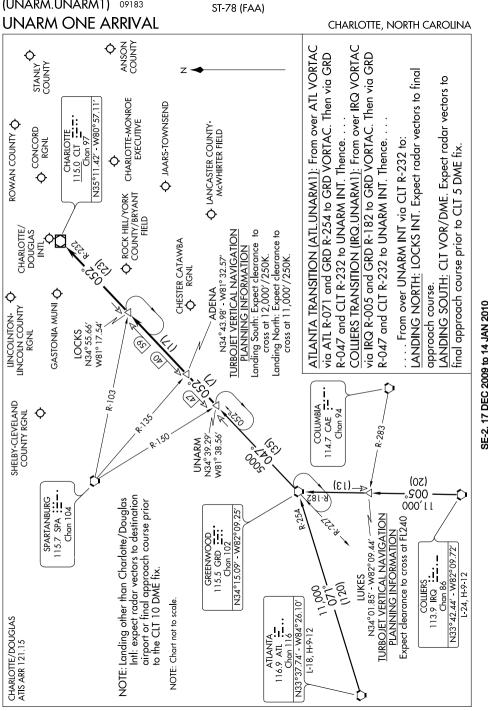
to 136 feet AGL/885 feet MSL. RWY21: Antenna and multiple trees beginning 269 feet from DER, 210 feet left of centerline, up to 101 feet AGL/880 feet MSL. Multiple trees beginning 252 feet from DER, 264 feet right of

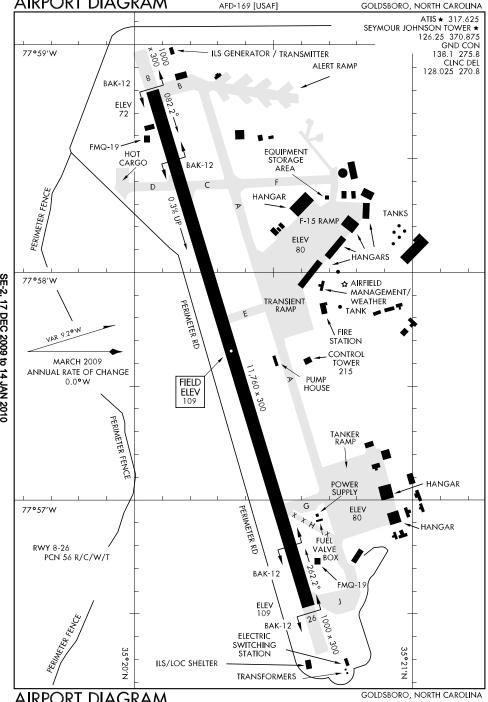
centerline, up to 136 feet AGL/885 feet MSL.

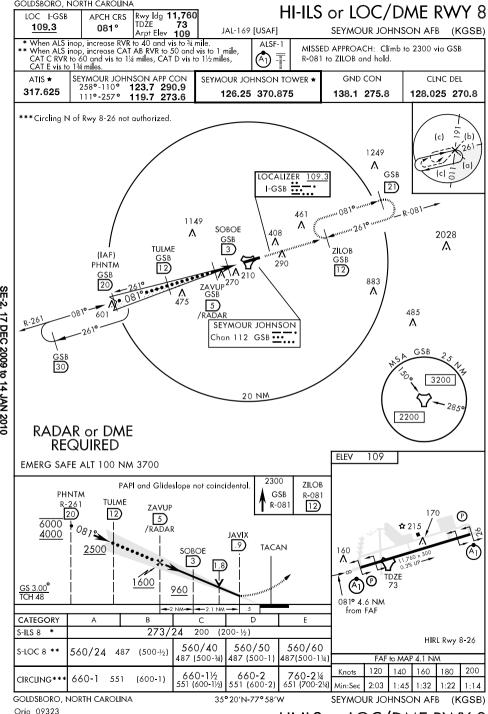


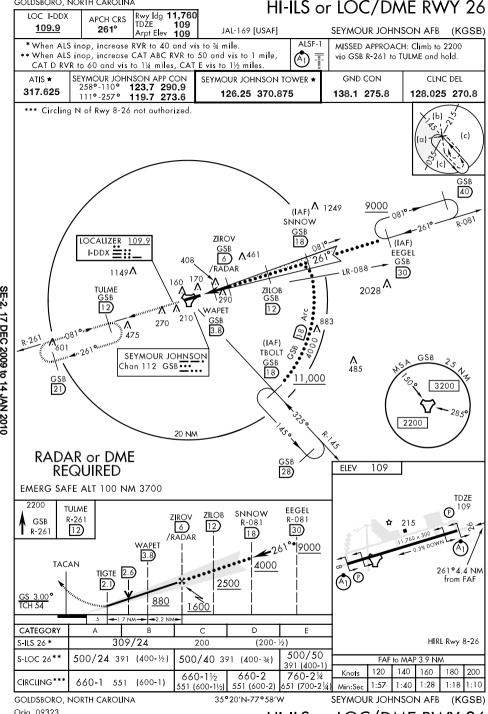


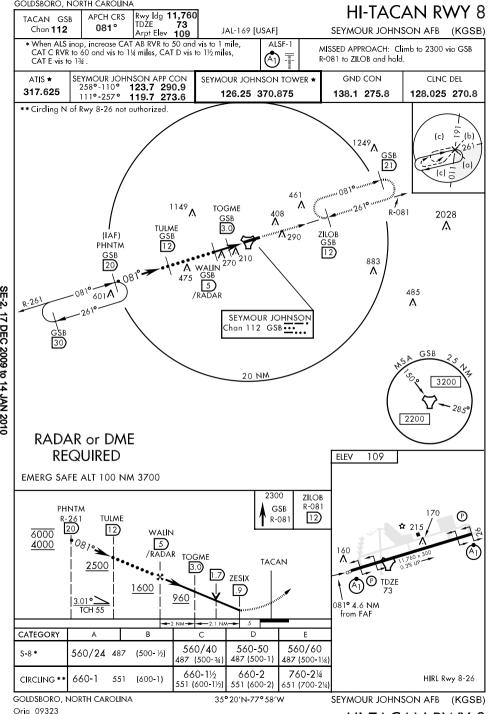


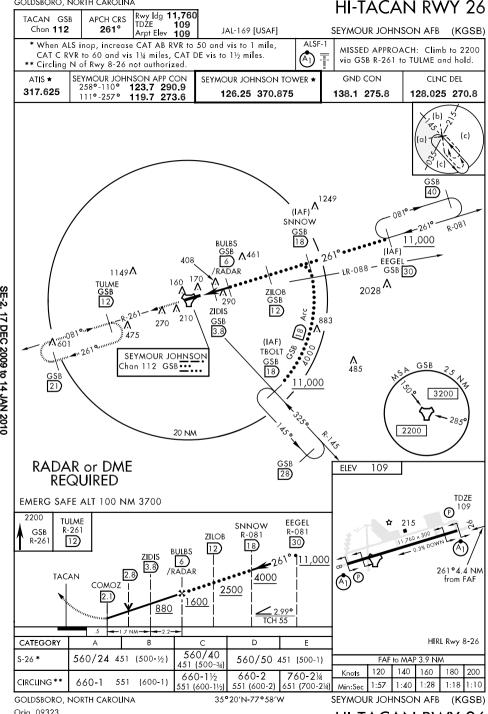


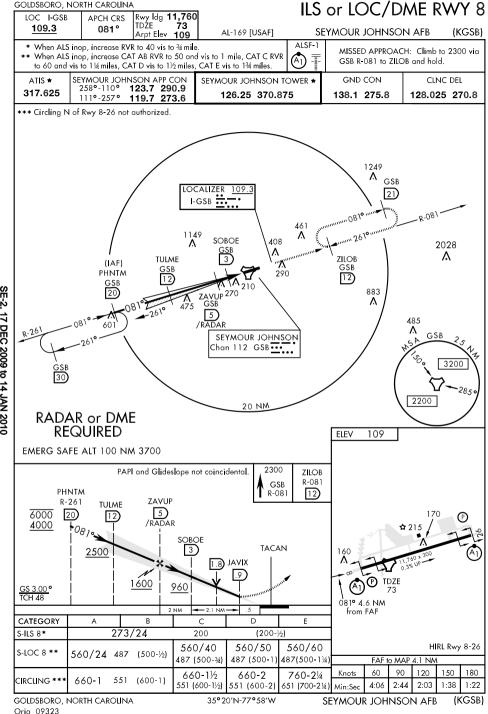


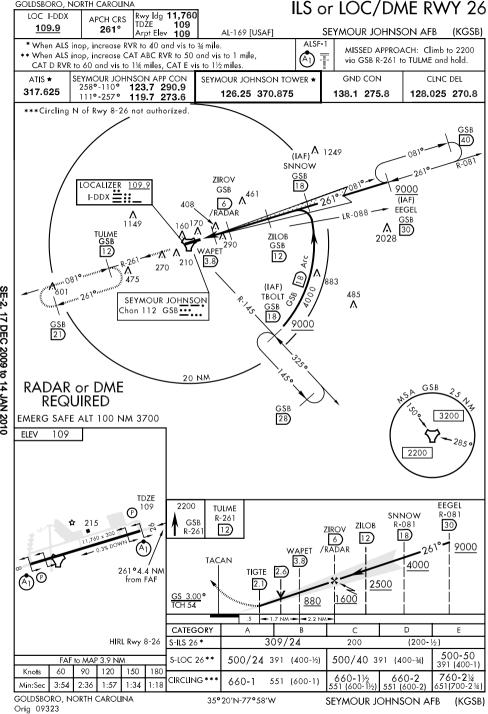


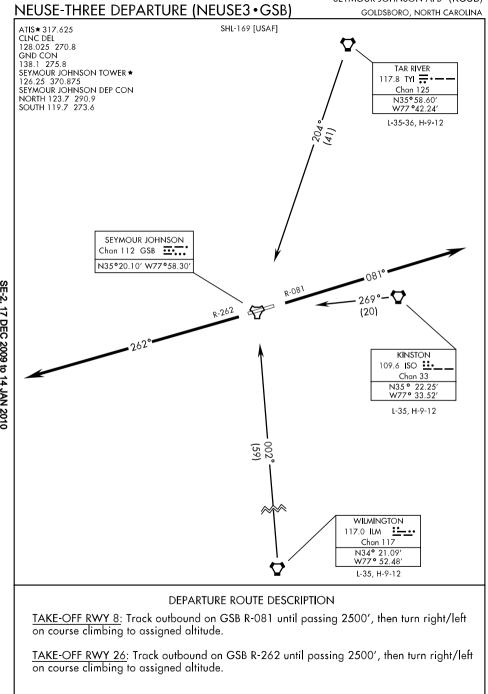


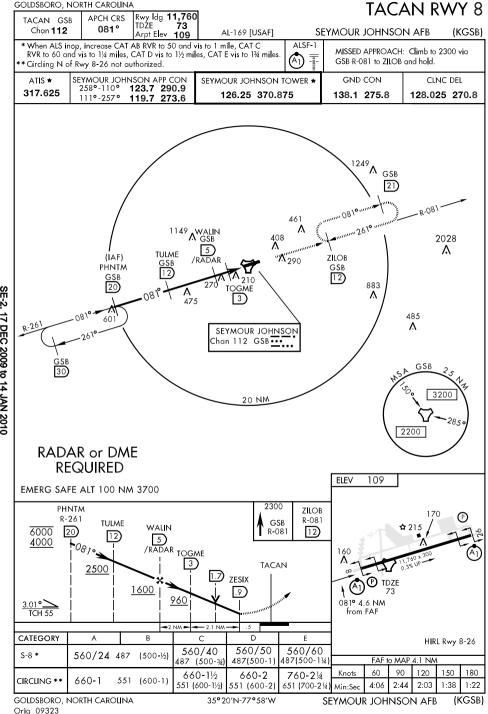


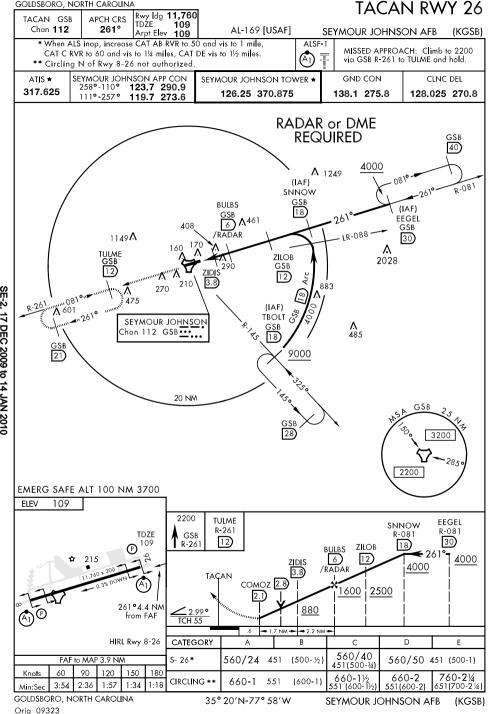


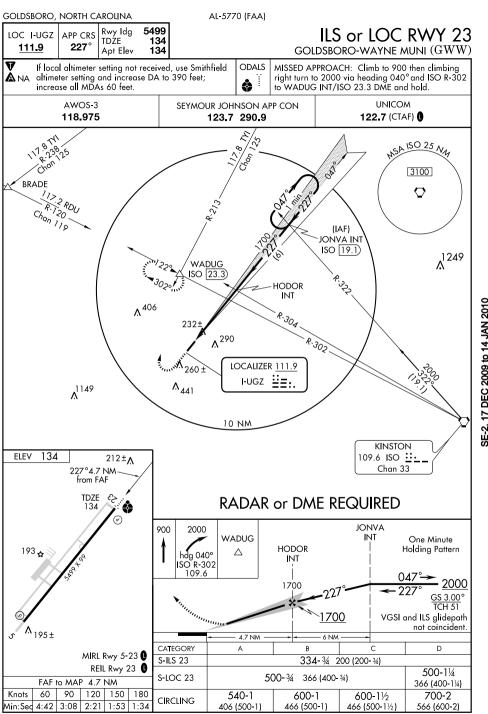


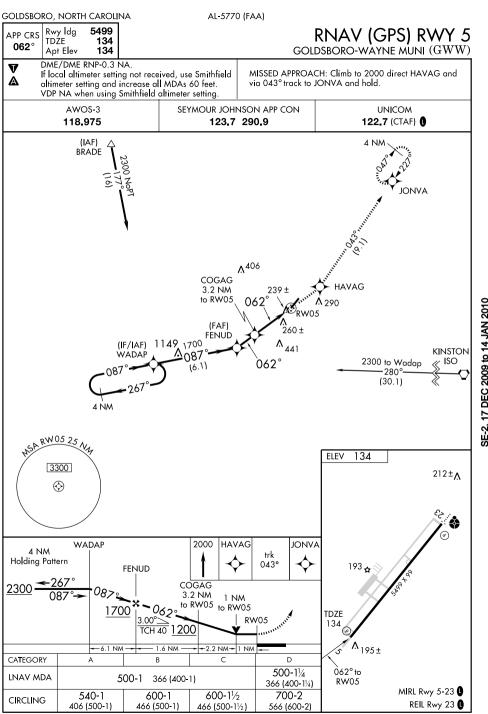


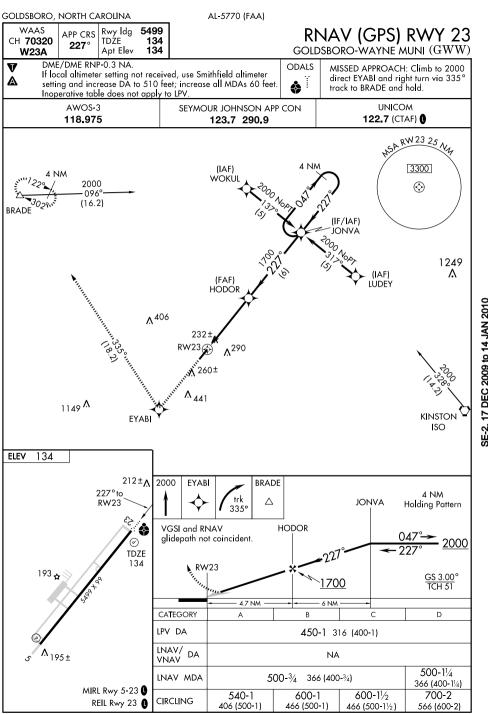


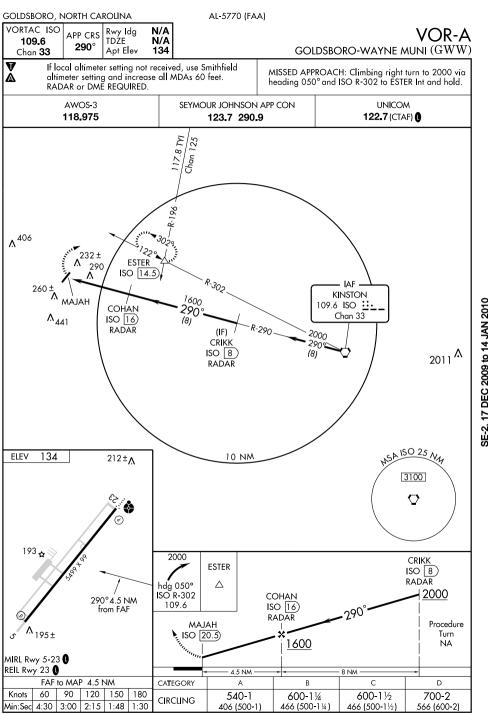


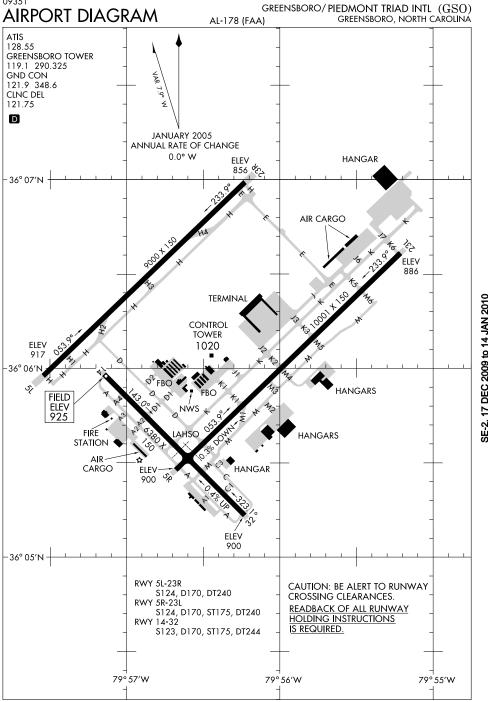






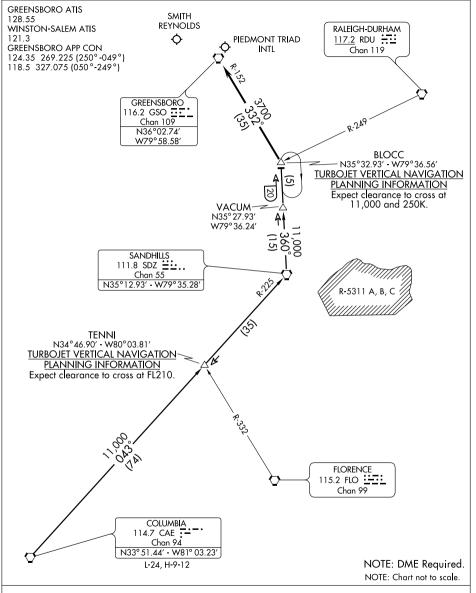






08325 ST-178 (FAA) BLOCC ONE ARRIVAL (BLOCC.BLOCC1)

GREENSBORO, NORTH CAROLINA



COLUMBIA TRANSITION (CAE.BLOCC1): From over CAE VORTAC via CAE R-043 and SDZ R-225 to SDZ VORTAC, then via SDZ R-360 to BLOCC INT. Thence. . . .

. . . . From over BLOCC INT via GSO R-152 to GSO VORTAC. Expect radar vectors to final approach course.

07298 ST-178 (FAA) BROOK TWO ARRIVAL (BROOK.BROOK2) GREENSBORO, NORTH CAROLINA GREENSBORO ATIS 128.55 WINSTON-SALEM ATIS GREENSBORO APP CON 124.35 269.225 (250°-049°) 118.5 327.075 (050° - 249°) GLADE SPRING 110.2 GZG **ΞΞ:**• Chan 39 N36°49.51′ - W82°04.74′ L-26, H-12 LAREL N36°30.15′ W81° 33.04′ **BROOK** N36° 10.46′ W81° 00.80′ WALLK N36° 06.59′ W80° 29.06′ R-282 SMITH PIFDMONT 6000 **REYNOLDS** TRIAD 102° INTL 500ก Ф₃₀₀₀ T51) (16) 102°. R-282 (25)**TRAKS** N36°08.10′ - W80°41.26′ **KHAOS** TURBOJET VERTICAL NAVIGATION N35°43.98' PLANNING INFORMATION GREENSBORO W81° 22.24 Expect clearance to cross at 116.2 GSO <u>...</u> 11000'/250K Chan 109 N36°02.74 W79°58.58' MURKY N35° 18.82′ - W81° 42.34′ **URBOJET VERTICAL NAVIGATION** PLANNING INFORMATION Expect clearance to cross at FL240 SPARTANBURG 115.7 SPA Chan 104 NOTE: DME Required. N35°02.02′ - W81°55.62′ L-24-25, H-9-12 NOTE: Chart not to scale. GLADE SPRING TRANSITION (GZG.BROOK2): From over GZG VOR/DME via GZG R-129 to BROOK INT. Thence. . . .

SE-2, 17 DEC 2009 to 14 JAN 2010

SPARTANBURG TRANSITION (SPA.BROOK2): From over SPA VORTAC via SPA R-035 to BROOK INT. Thence. . . .

. . . . From over BROOK INT via GSO R-282 to GSO VORTAC. Expect radar vectors to final approach course.

07298 ST-178 (FAA) HENBY TWO ARRIVAL (HENBY.HENBY2)

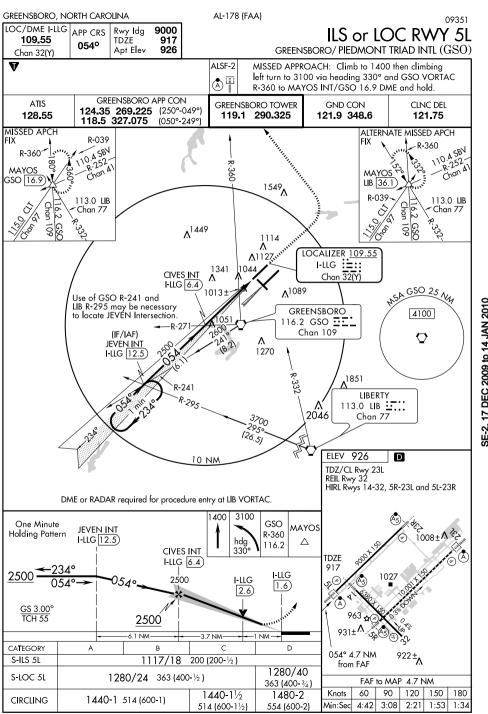
GREENSBORO, NORTH CAROLINA

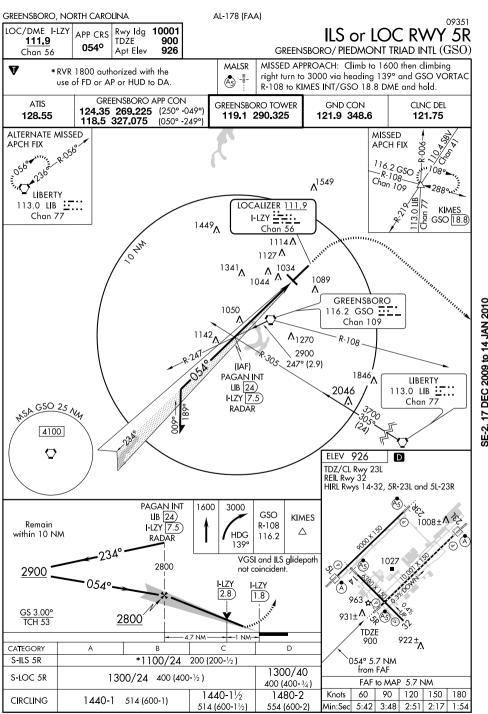
GREENSBORO ATIS 128.55 LYNCHBURG WINSTON-SALEM ATIS 109.2 LYH ::: 121.3 Chan 29 GREENSBORO APP CON N37°15.28′ - W79°14.19′ 124.35 269.225 (250°-049°) L-26-36, H-10-12 118.5 327.075 (050°-249°) ROANOKE 109.4 ROA : Chan 31 N37°20.61′ - W80°04.23′ 5600 5600 -181 (37) L-26, H-10-12 11 NM **HENBY** N36°43.17′ - W80°01.49′ Turbojets expect clearance to cross at 12,000'. PIEDMONT **SMITH** REYNOLDS TRIAD INTL **GREENSBORO** 116.2 GSO ... NOTE: DME Required. Chan 109 N36°02.74′ - W79°58.58′ NOTE: Chart not to scale.

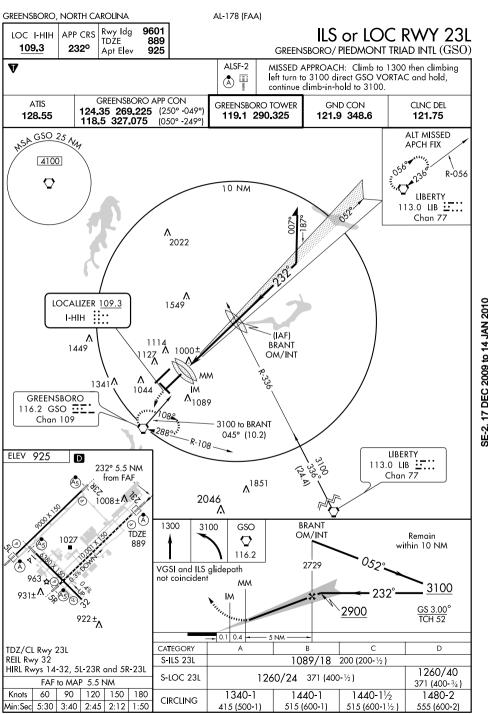
LYNCHBURG TRANSITION (LYH.HENBY2): From over LYH VORTAC via LYH R-235 to HENBY INT. Thence. . . .

ROANOKE TRANSITION (ROA.HENBY2): From over ROA VORTAC via ROA R-181 to HENBY INT. Thence. . . .

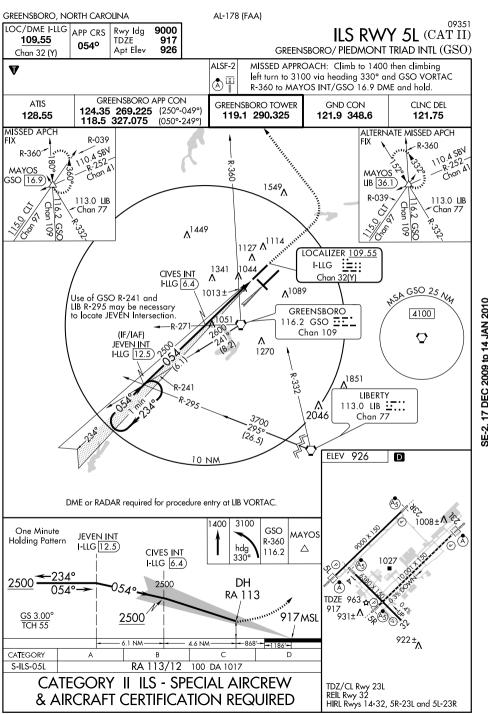
.From over HENBY INT via GSO R-360 to GSO VORTAC. Expect radar vectors to final approach course.

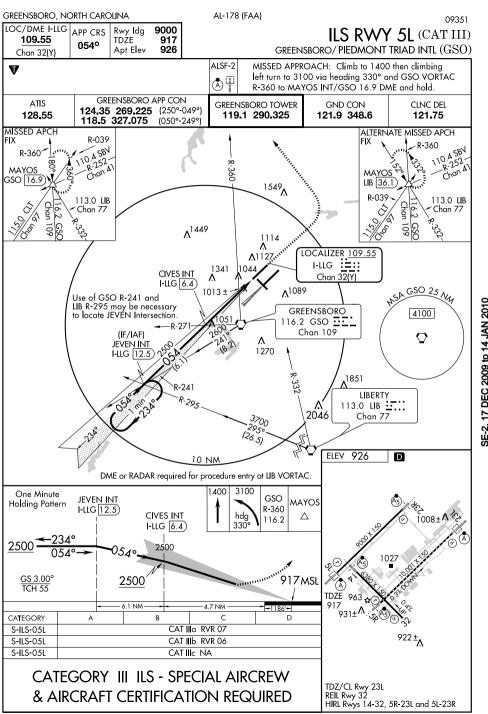


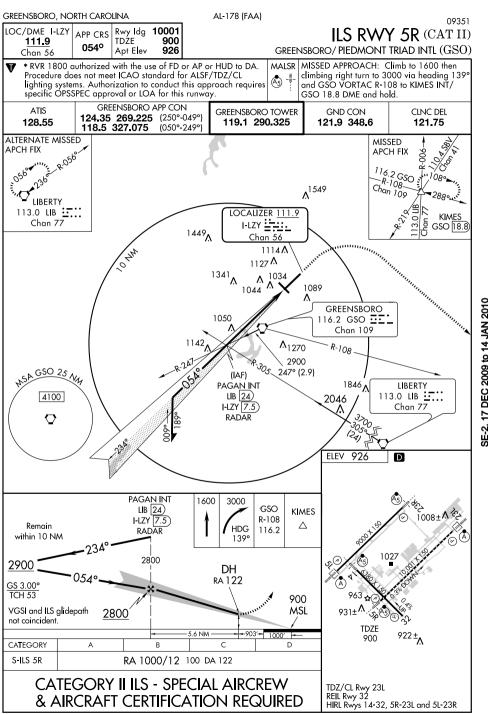


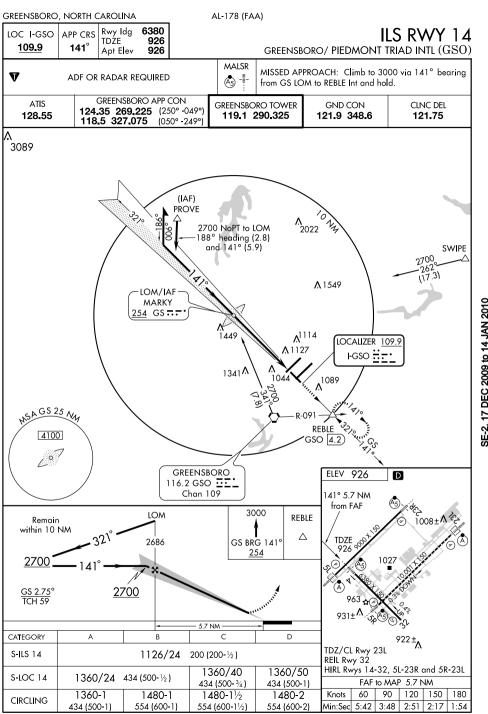


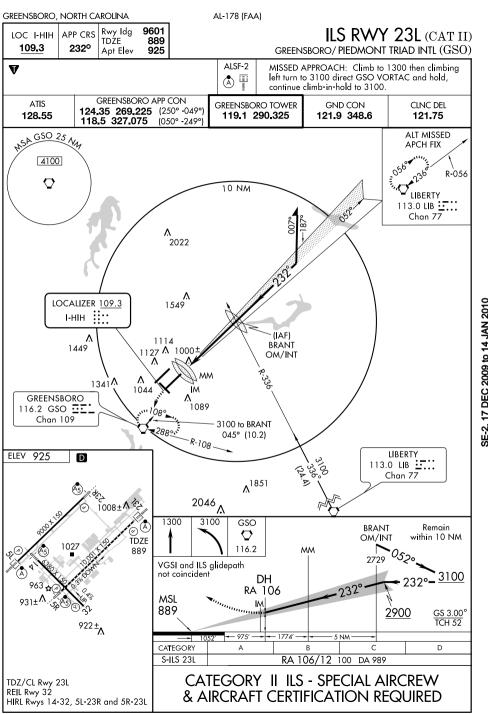
GREENSBORO, NORTH CAROLINA AL-178 (FAA) LOC/DME I-IDB 9000 ILS or LOC RWY 23R Rwy Idg APP CRS 109.55 TDŹE 856 2340 GREENSBORO/PIEDMONT TRIAD INTL (GSO) Apt Elev 926 Chan 32Y MALSR MISSED APPROACH: Climb to 1500 then climbing 77 right turn to 3100 via heading 015° and GSO VORTAC (Å5) -----R-360 to MAYOS INT/GSO 16.9 DME and hold. GREENSBORO APP CON ATIS GREENSBORO TOWER GND CON CINC DEL 124.35 269.225 (250°-049°) 119.1 290.325 128.55 121.9 348.6 121.75 118.5 327.075 (0.50°-249°) ALTERNATE MISSED APCH FIX MAYOS LIB 36.1) 10 NM 054 MAYOS INT GSO 16.9) 2022 18 R-360 Use of GSO R-039 and LIB R-336 may be necessary to locate HEVED Intersection. LOCALIZER 109.55 SE-2, 17 DEC 2009 to 14, IAN 2010 1549 I-IDB ≝∷. Chan 32(Y) HEVED INT 1449 A IDB (7.5) R-039 ASA GSO 25 My 1114 127 4100 1044 1341Λ . 90/5 ۸₁₀₈₉ .0° 10, GREENSBORO 116.2 GSO Chan 109 (3) 3) 3) LIBERTY 1270 ELEV 926 951±Λ D 113.0 LIB :-:: Chan 77 234° 5.8 NM ۸¹⁸⁵¹ from FAF 1008±Aを 2046 ۸ TDZE 856 1500 3100 **HEVED INT** GSO MAYOS I-IDB (7.5) R-360 Remain Δ hda within 10 NM 116.2 015° 2800 I-IDB I-IDB 2.6 1.7 3100 234° GS 3.00° 922±^\ TCH 55 2800 1 NM 4.8 NM -CATEGORY Α В D TDZ/CL Rwy 23L REIL Rwy 32 S-ILS 23R 1056/24 200 (200-1/2) HIRL Rwys 14-32, 5R-23L and 5L-23R 1220/40 S-LOC 23R 1220/24 364 (300-1/2) FAF to MAP 5.8 NM 364 (300-34) 60 90 120 150 180 1440-11/2 Knots 1480-2 1440-1 514 (600-1) CIRCLING Min:Sec 2:19 5:48 3:52 2:54 1:56 514 (600-11/2) 554 (700-2)

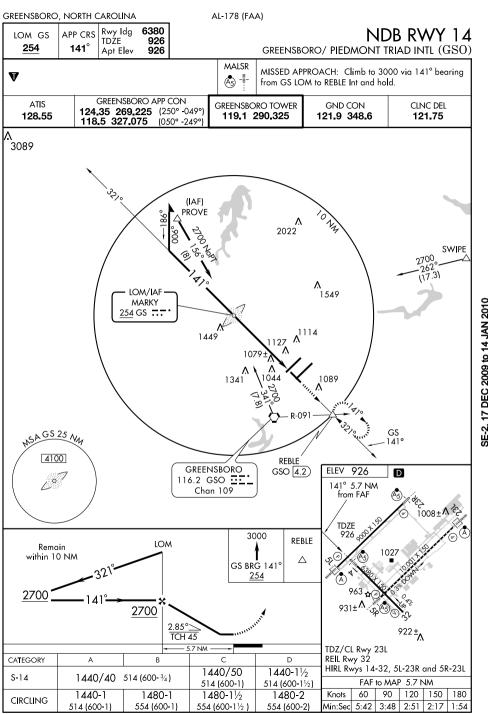












(QUAK3.QUAK) 09351 GREENSBORO/PIEDMONT TRIAD INTL (GSO) QUAKER THREE DEPARTURE GREENSBORO, NORTH CAROLINA ATIS 128.55 NOTE: Radar required. CLNC DEL 121.75 GND CON LYNCHBURG 121.9 348.6 109.2 LYH 🚃 RICHMOND GREENSBORO TOWER Chan 29 114.1 RIC :-119.1 290.325 N37°15.28′ - W79°14.19′ Chan 88 GREENSBORO DEP CON L-26-36, H-10-12 124.35 269.225 (250°-049°) L-34-36, H-10-12 118.5 327.075 (050°-249°) SOUTH BOSTON 110.4 SBV **∷**: Chan 41 N36°40.50′ - W79°00.87 ROANOKE L-26-36, H-12 109.4 ROA 🞞 Chan 31 N37°20.61′ CREWE W80°04.23' N37°01.38′ L-26, H-10-12 W78°13.06′ NOTE: CREWE TRANSITION requires DME. **JEANY** N36° 24.33′ W79°20.27 TAKEOFF MINIMUMS: R.058 RWYS 5L, 5R, 14, 23L, 23R, 32, Standard. GREENSBORO RALEIGH-DURHAM 116.2 GSO **ΞΞ**: 117.2 RDU :---Chan 109 N36°02.74′ - W79°58.58 N35°52.35′ - W78°47.00′ L-25-36, H-9-12 L-36, H-9-12 NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKEOFF RWY 5R: Climb heading 054°. Thence....

SL-178 (FAA)

TAKEOFF RWY 5L: Climb heading 054°. Thence....

TAKEOFF RWY 14: Climb heading 143°. Thence....

TAKEOFF RWY 23L: Climb heading 234°. Thence....

TAKEOFF RWY 23R: Climb heading 234°. Thence....

TAKEOFF RWY 32: Climb heading 323°. Thence....

TURBOJETS: Maintain 5000. TURBOPROP/PROP: Maintain 3000 or assigned altitude.

. . . . Expect vector to intercept assigned radial associated with issued transition. Proceed via the depicted radial to the transition fix then as filed. If no transition assigned, expect vector to appropriate fix. Expect filed altitude/flight level ten minutes after departure.

SE-2, 17 DEC 2009 to 14, IAN 2010

(QUAK3.QUAK) 09295 GREENSBORO/PIEDMONT TRIAD INTL (GSO) QUAKER THREE DEPARTURE GREENSBORO, NORTH CAROLINA SI-178 (FAA)

SE-2, 17 DEC 2009 to 14, IAN 2010

V

DEPARTURE ROUTE DESCRIPTION (CONTINUED)

RICHMOND TRANSITION (QUAK3.RIC): From over GSO VORTAC via GSO R-058 to

JEANY INT then via GSO R-058 and RIC R-246 to CREWE DME fix. Then via RIC

R-246 to RIC VORTAC.

LYNCHBURG TRANSITION (QUAK3.LYH): From over GSO VORTAC via GSO R-058 to

JEANY INT then via LYH R-191 to LYH VORTAC.

RALEIGH-DURHAM TRANSITION (QUAK3.RDU): From over GSO VORTAC via GSO

R-058 to JEANY INT then via RDU R-324 to RDU VORTAC.

ROANOKE TRANSITION (QUAK3.ROA): From over GSO VORTAC via GSO R-058 to JEANY INT then via ROA R-152 to ROA VORTAC.

SOUTH BOSTON TRANSITION (QUAK3.SBV): From over GSO VORTAC via GSO R-058

to JEANY INT then via SBV R-229 to SBV VORTAC.

TAKEOFF OBSTACLE NOTES:

RWY 5R: Terrain and trees beginning 3' from DER, 499' right of centerline, up to 102' AGL/981' MSL. Trees 2751' from DER, 1191' left of centerline, 57' AGL/966' MSL.

RWY 5L: Trees beginning 1328' from DER, 524' left of centerline, up to 88' AGL/912' MSL.

RWY 14: Pole and railroad signal beginning 937' from DER, 604' right of centerline, up to 51' AGL/940' MSL.

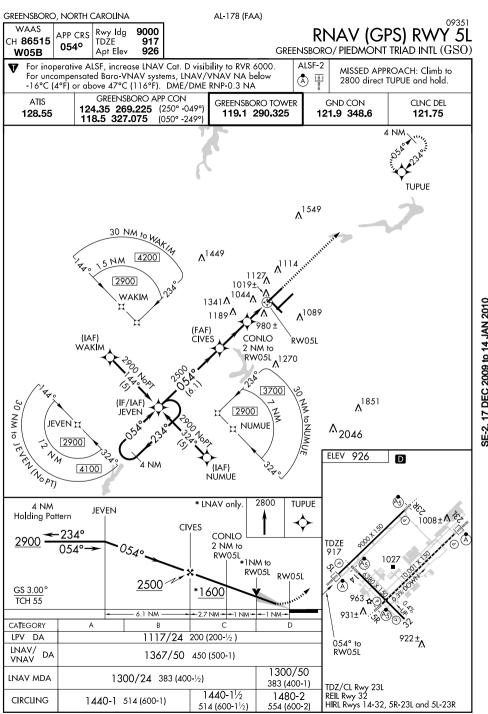
RWY 23R: Trees beginning 1195' from DER, 191' left of centerline, up to

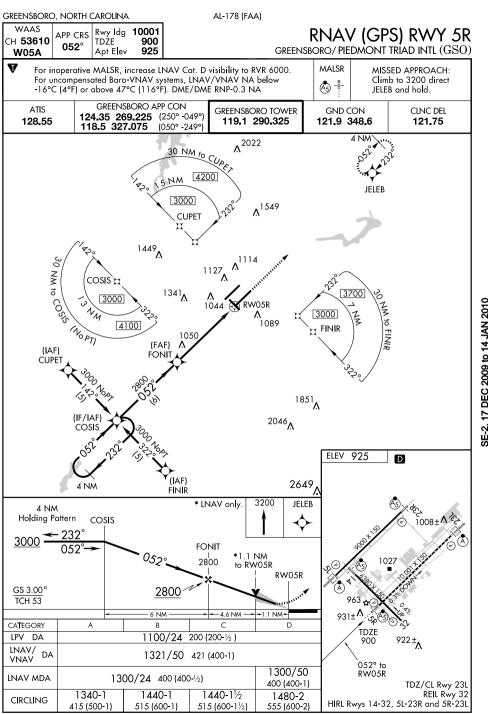
100' AGL/970' MSL. Utility pole 170' from DER, 540' left of centerline, 33' AGL/936' MSL.

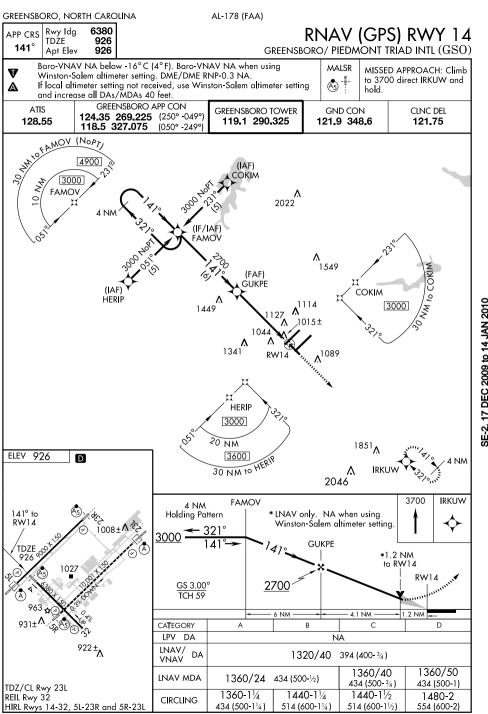
Trees beginning 1715' from DER, 358' right of centerline, up to 100' AGL/967' MSL.

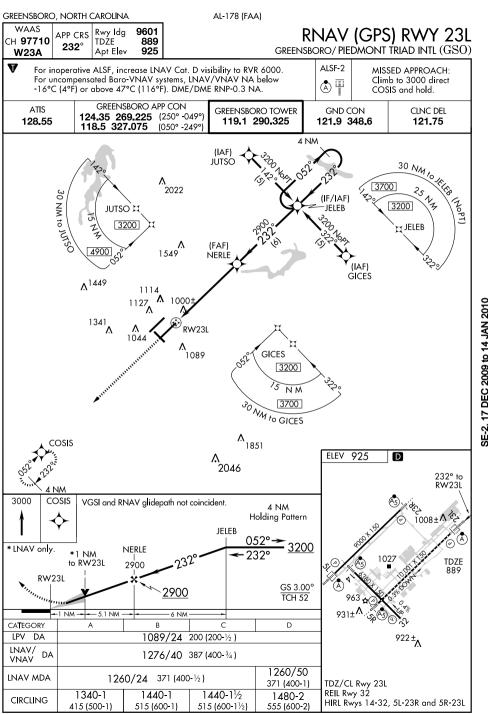
RWY 23L: Trees beginning 834' from DER, 719' left of centerline, up to

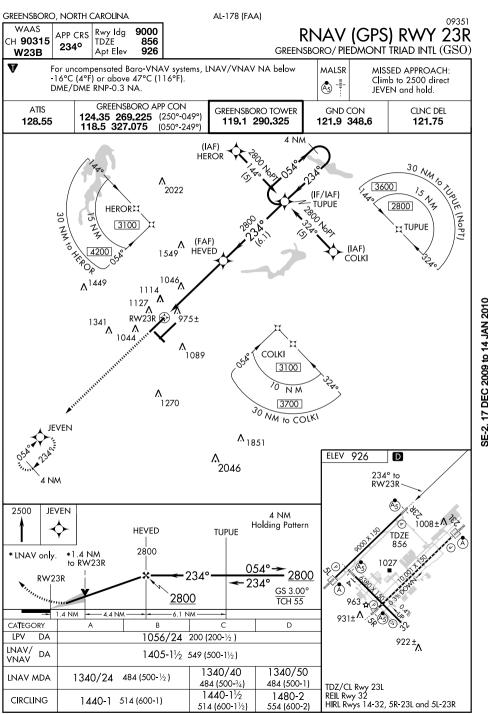
65' AGL/934' MSL. RWY 32: Trees beginning 1' from DER, 289' right of centerline, up to 90' AGL/1019' MSL.

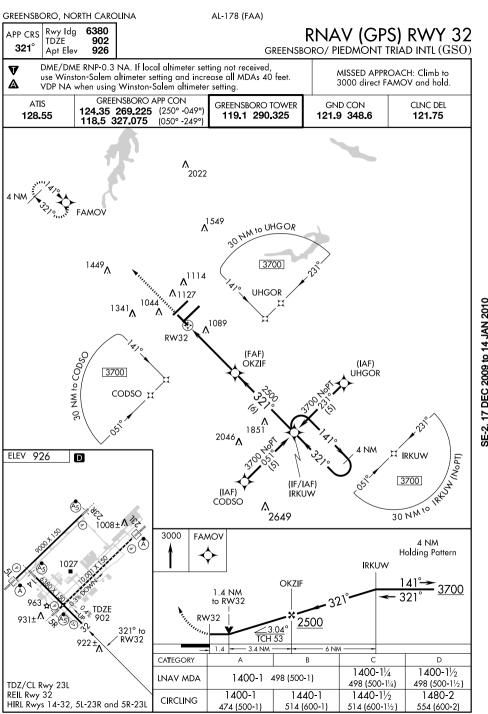


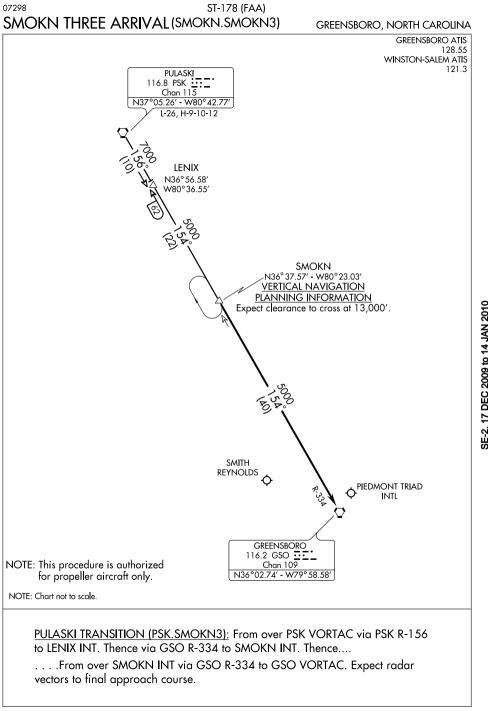








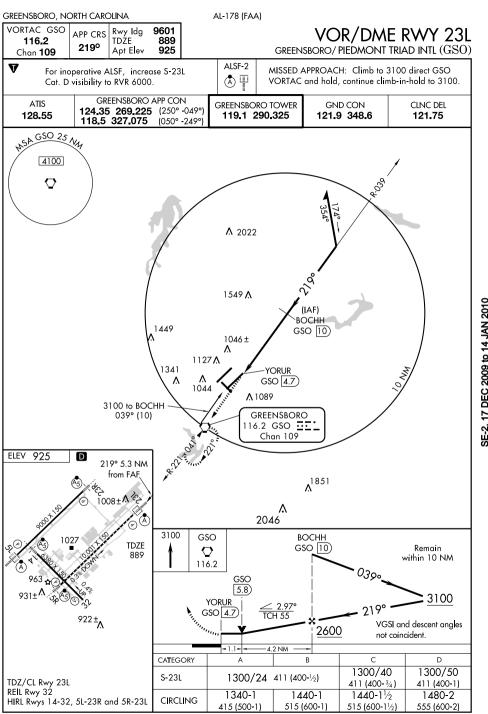


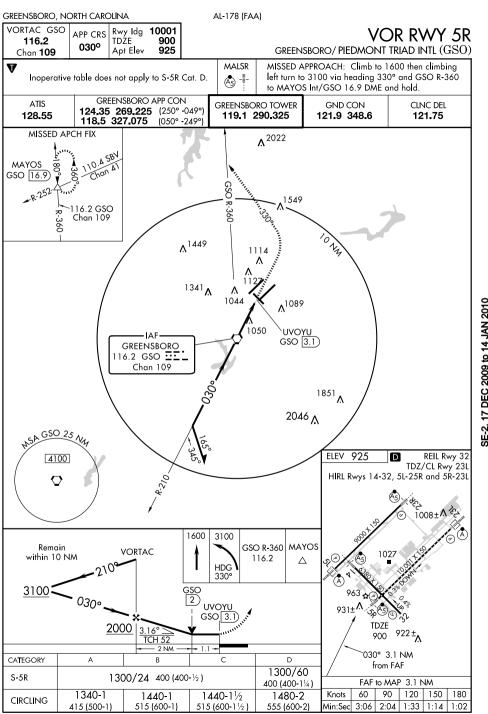


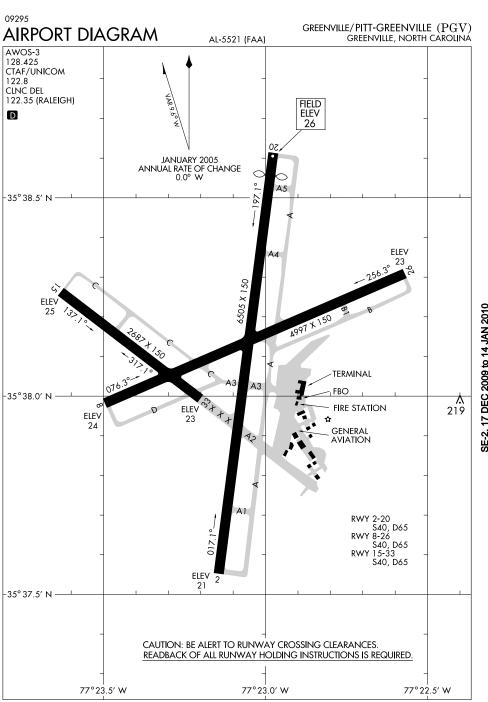
(TRI6.TRI) 09295 GREENSBORO/PIEDMONT TRIAD INTL (GSO) TRIAD SIX DEPARTURE SL-178 (FAA) GREENSBORO, NORTH CAROLINA ATIS 128.55 PULASKI CLNC DEL 121.75 116.8 PSK ::: **BOTTM GND CON** N36° 34.09′ Chan 115 121.9 348.6 W80°46.82' N37°05.26′ GREENSBORO TOWER W80° 42.77′ 119.1 290.325 L-26, H-10-12 GREENSBORO DEP CON YADKI 124.35 269.225 (250°-049°) N36° 22.89′ 118.5 327.075 (050°-249°) W80° 55.15' 5000 HOLSTON MOUNTAIN 114.6 HMV ::: GREENSBORO Chan 93 116.2 GSO **....** • N36° 26.22′ Chan 109 W82° 07.77′ N36° 02.74′ L-25. H-9-12 W79° 58.58' L-25-36, H-9-12 BARRETTS MOUNTAIN 110.8 BZM **Ξ**≌∵ SANDHILLS Chan 45 111.8 SDZ <u>∺:</u>.. **GALLA** N35°52.13′-W81°14.43′ Chan 55 N35° 30.22 W80° 14.64′ L-25 N35° 12.93′ W79° 35.28′ SPARTANBURG L-25-35-36, H-9-12 115.7 SPA **: : : : -** · Chan 104 CLINE N34° 55.45′ N35° 02.02′ W80° 08.61′ W81° 55.62′ L-25-36 L-24-25, H-9-12 **FAYETTEVILLE** COLUMBIA 108.8 FAY ::--TAKEOFF MINIMUMS: 114.7 CAE Chan 25 RWYS 5L, 5R, 14, 23L, 23R, 32, Standard. Chan 94 N34°59.13′-W78°52.50′ N33°51.43′-W81°03.23′ L-35-36 NOTE: Radar and DME Required. L-24, H-9-12 NOTE: Chart not to scale. DEPARTURE ROUTE DESCRIPTION V TAKEOFF RWY 5R: Climb heading 054°. Thence.... TAKEOFF RWY 5L: Climb heading 054°. Thence.... TAKEOFF RWY 14: Climb heading 143°. Thence.... TAKEOFF RWY 23L: Climb heading 234°. Thence.... TAKEOFF RWY 23R: Climb heading 234°. Thence.... TAKEOFF RWY 32: Climb heading 323°. Thence.... Turbojets: Maintain 5000. Turboprop/Prop: Maintain 3000 or assigned altitude. Expect vector to intercept assigned radial associated with the issued transition. Proceed via the depicted radial to the transition fix; thence as filed. If no transition assigned, expect vector to the appropriate fix. Expect filed altitude/flight level ten minutes after departure. BOTTM TRANSITION (TRI6.BOTTM): From over GSO VORTAC via GSO R-312 to BOTTM. CLINE TRANSITION (TRI6.CLINE): From over GSO VORTAC via GSO R-190 to CLINE. GALLA TRANSITION (TRI6.GALLA): From over GSO VORTAC via GSO R-205 to GALLA. YADKI TRANSITION (TRI6. YADKI): From over GSO VORTAC via GSO R-297 to YADKI.

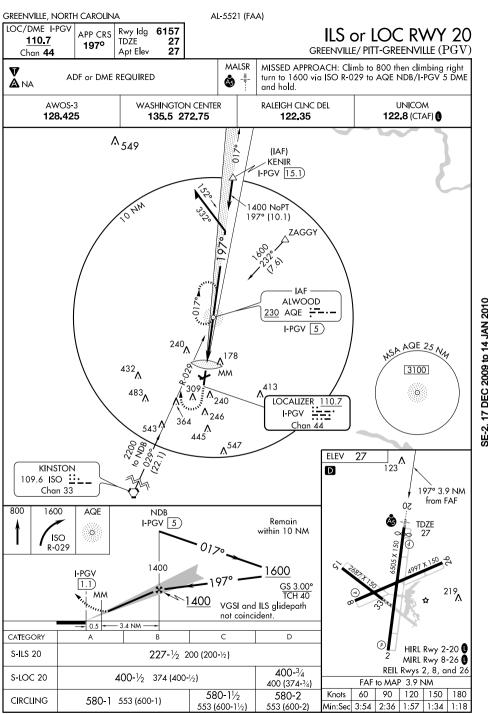
SE-2, 17 DEC 2009 to 14, IAN 2010

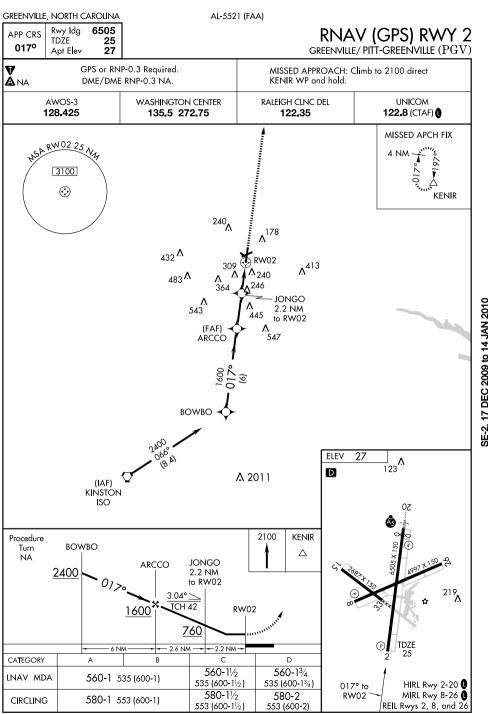
(TRI6.TRI) 09295 GREENSBORO/PIEDMONT TRIAD INTL (GSO) TRIAD SIX DEPARTURE GREENSBORO, NORTH CAROLINA SL-178 (FAA) TAKEOFF OBSTACLE NOTES: RWY 5R: Terrain and trees beginning 3' from DER, 499' right of centerline, up to 102' AGL/981' MSL. Trees 2751' from DER, 1191' left of centerline, 57' AGL/966' MSL. RWY 5L: Trees beginning 1328' from DER, 524' left of centerline, up to 88' AGL/912' MSL. RWY 14: Pole and railroad signal beginning 937' from DER, 604' right of centerline, up to 51' AGL/940' MSL. RWY 23R: Trees beginning 1195' from DER, 191' left of centerline, up to 100' AGL/970' MSL. Utility pole 170' from DER, 540' left of centerline, 33' AGL/936' MSL. Trees beginning 1715' from DER, 358' right of centerline, up to 100' AGL/967' MSL. RWY 23L: Trees beginning 834' from DER, 719' left of centerline, up to 65' AGL/934' MSL. RWY 32: Trees beginning 1' from DER, 289' right of centerline, up to 90' AGL/1019' MSL. SE-2, 17 DEC 2009 to 14, IAN 2010

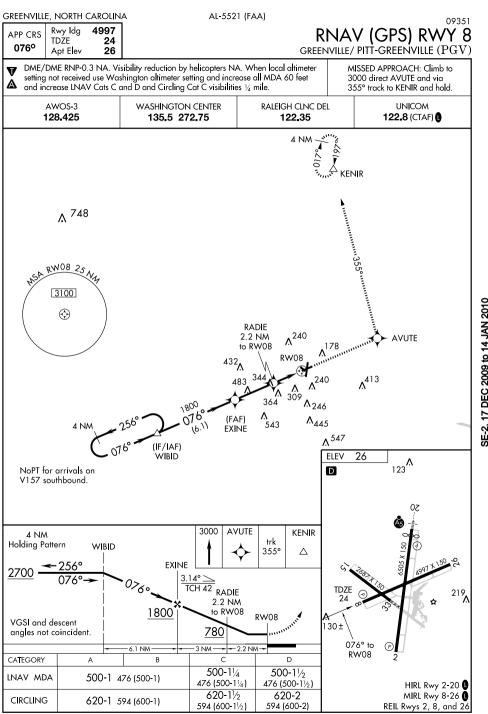


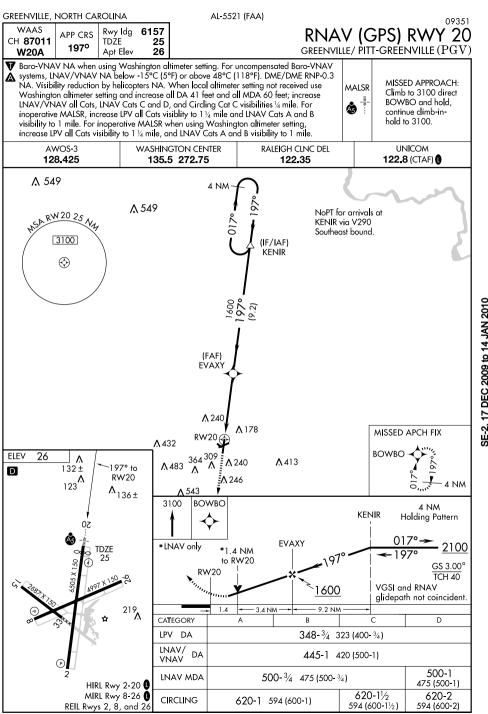


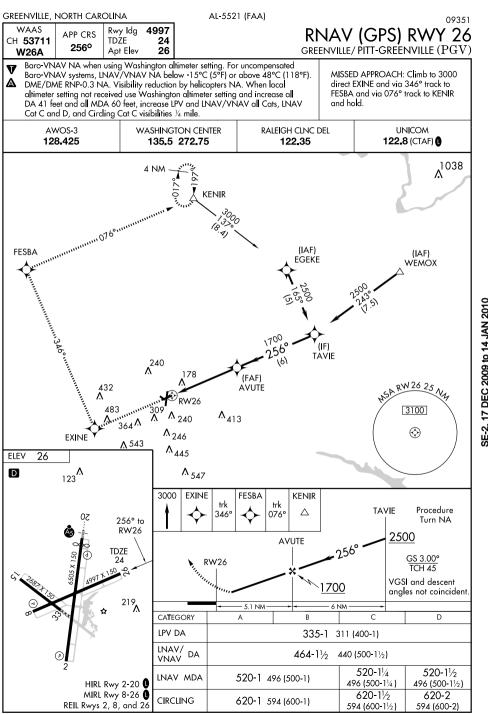


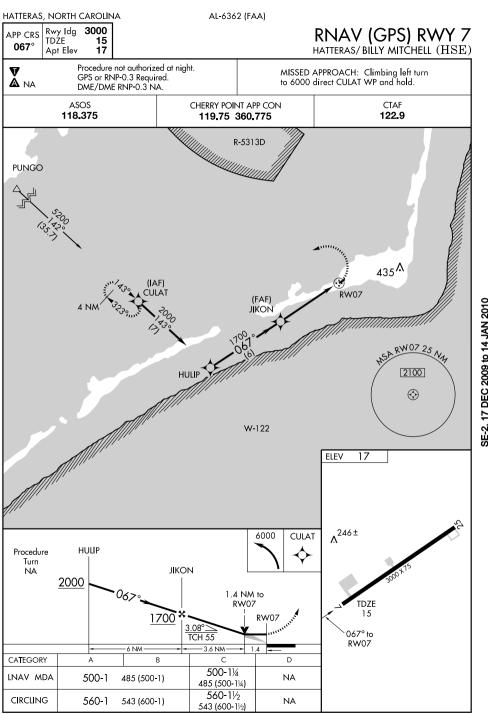


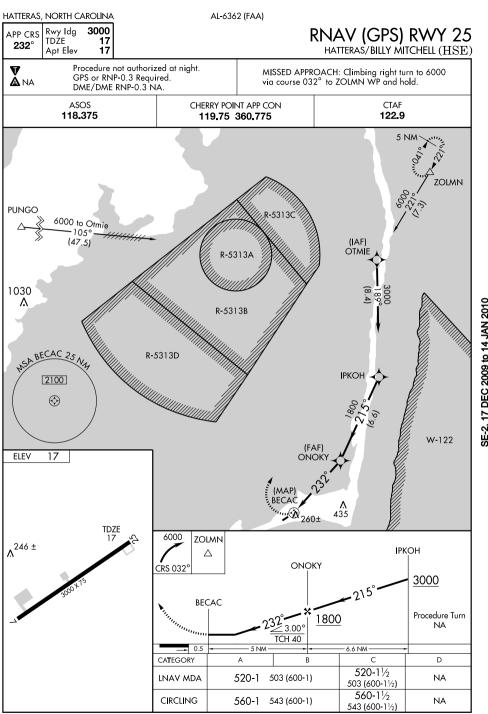


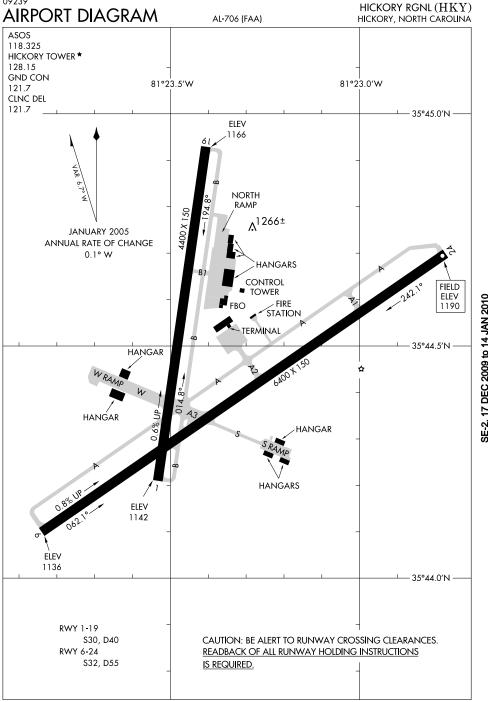








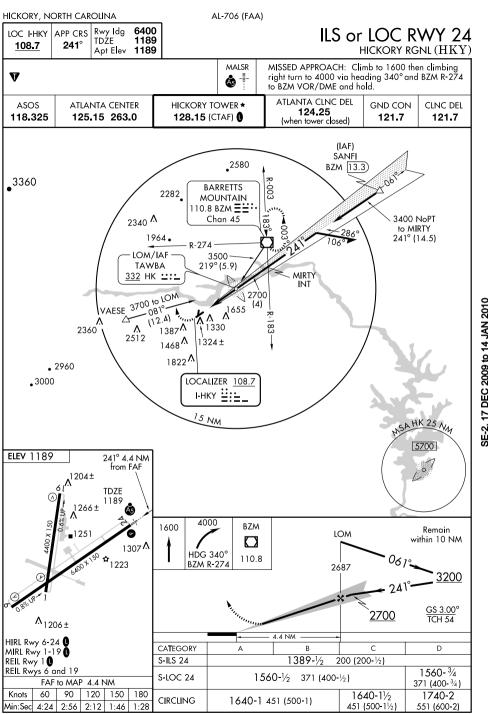


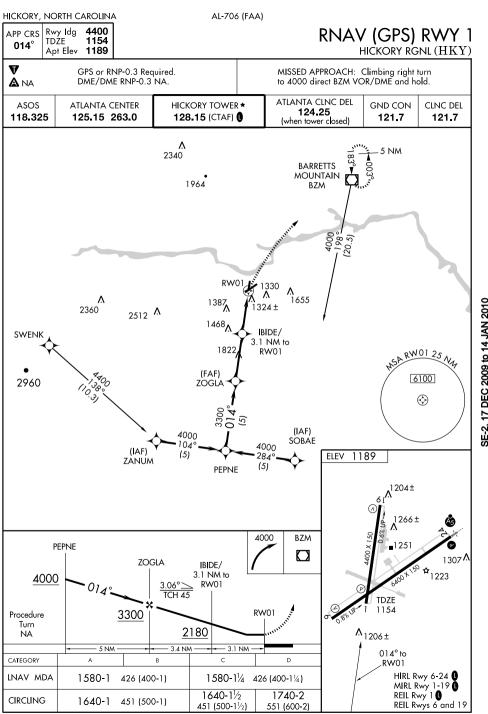


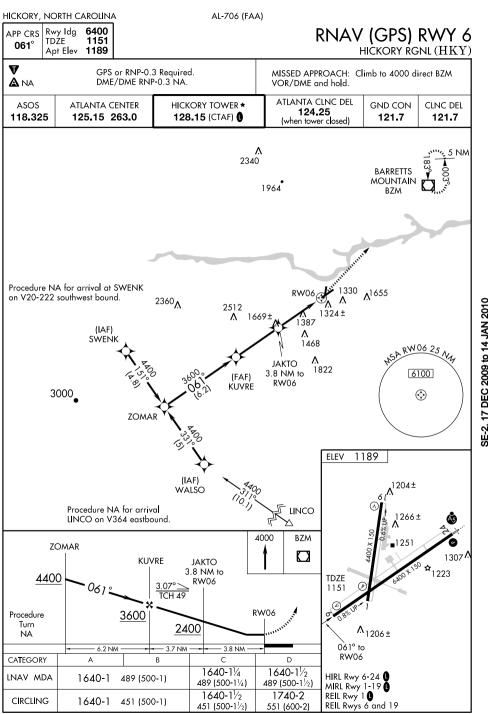
(HKY1.HKY) 08101 SL-706 (FAA) HICKORY RGNL (HKY) HICKORY ONE DEPARTURE HICKORY, NORTH CAROLINA ATLANTA CENTER PULASKI FLAT ROCK 125.15 263.0 ROANOKE 116.8 PSK 🚟 109.4 ROA : ATLANTA CLNC DEL 113.3 FAK ::-BECKLEY 117.7 BKW === 124.25 (when tower closed) Chan 115 Chan 31 Chan 80 N37°05.26′ HICKORY TOWER ★ N37°20.61′ N37°31.71′-W77°49.69′ Chan 124 128.15 (CTAF) W80°42.77′ W80°04.23' L-36. H-10-12 N37°46 82′ L-26, H-10-12 GND CON L-26, H-10-12 LONDON W81°07.41′ 121.7 116.1 LOZ LYNCHBURG L-26. H-10-12 109.2 LYH ::: ASOS Chan 108 118.325 Chan 29 N37°01.99′ **BLUEFIELD AIRBORNE** N37° 15.28′-W79°14.19′ W84° 06.60' 110.0 BLF :::: 125.15 L-26-36, H-10-12 1-26 Chan 37 263.0 N37° 18.39′ GLADE SPRING SOUTH BOSTON W81° 11.66′ 110.4 SBV ∷:• 110.2 GZG **==:** L-26 Chan 41 Chan 39 N36° 40.50′ N36° 49.51′ W79°00.87′ W82° 04.74′ BARRETTS MOUNTAIN 110.8 BZM **Ξ**≌:• L-26-36, H-9-12 L-26, H-12 Chan 45 HOLSTON MOUNTAIN DANVILLE N35°52.13′-W81°14.43′ 113.1 DAN 📑 114.6 HMV ::-L-25 Chan 93 SNOWBIRD N36° 34.13′ N36°26.22′-W82°07.77′ 108.8 SOT 💳 -W79° 20.20′ L-25, H-9-12 Chan 25 L-26-36 N35°47.41′ GREENSBORO 116.2 GSO ... W83°03.14' Chan 109 L-25, H-9-12 **VOLUNTEER** RALEIGH-DURHAM N36° 02.74′ 117.2 RDU ::: 116.4 VXV **∷∷** W79° 58.58′ Chan 111 Chan 119 L-25-36, H-9-12 N35°54.29′ N35°52.35′-W78°47.00′ L-36, H-9-12 W83°53.68' L-25. H-9-12 Chan 77 SANDHILLS SUGARLOAF MOUNTAIN N35°48.70′ 111.8 SDZ <u>**∺:**∙</u> SPARTANBURG W79°36.76' 112.2 SUG <u>∷</u> . Chan 55 115.7 SPA **: : : : -** · Chan 59 L-25-36, H-9-12 N35°12.93′ Chan 104 N35° 24.39′-W82° 16.12′ W79°35.28′ CHARLOTTE N35°02.02′-W81° 55.62′ L-25 115.0 CLT ----L-25-35-36, H-9-12 L-24-25, H-9-12 ELECTRIC CITY Chan 97 108.6 ELW **:= :**-N35°11.42′ FLORENCE W80° 57.11′ Chan 23 115.2 FLO :--: Chan 99 L-25-36, H-9-12 N34° 25.15' W82°47.08′ N34°13.98′ COLUMBIA L-18 W79°39.43′ 114.7 CAE COLLIERS L-24-35-36, H-9-12 Chan 94 113.9 IRQ ::-. N33°51.43′-W81°03.23′ Chan 86 L-24, H-9-12 N33°42.44′-W82° 09.72′ L-24, H-9-12 NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF ALL RUNWAYS: Fly runway heading, or heading assigned by ATC, Thence....Expect radar vectors to join filed route. All aircraft maintain 4000 feet, or assigned altitude. Expect filed altitude/flight level ten minutes

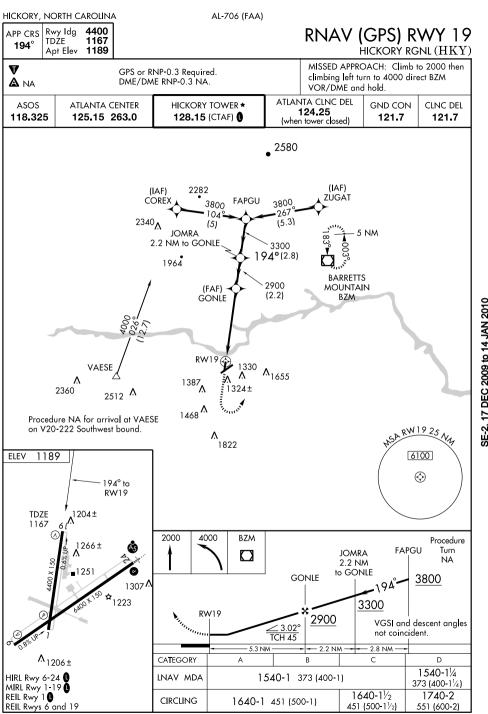
after departure.

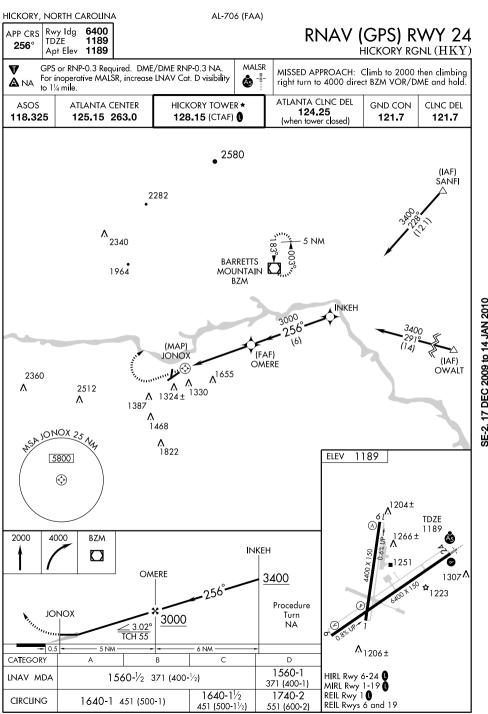
SE-2, 17 DEC 2009 to 14 JAN 2010

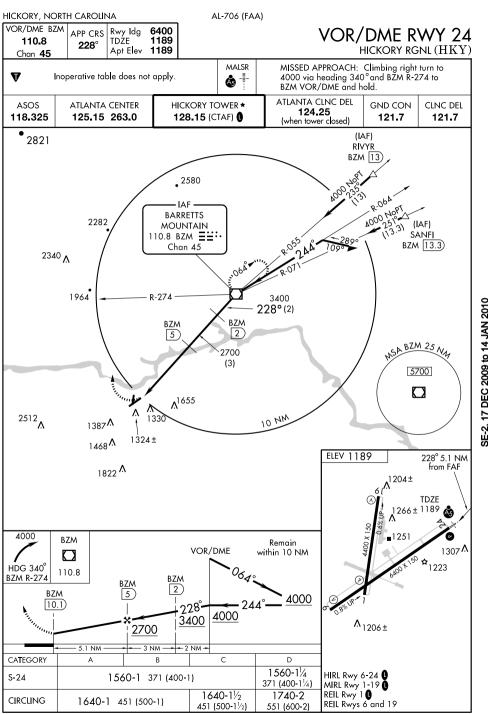


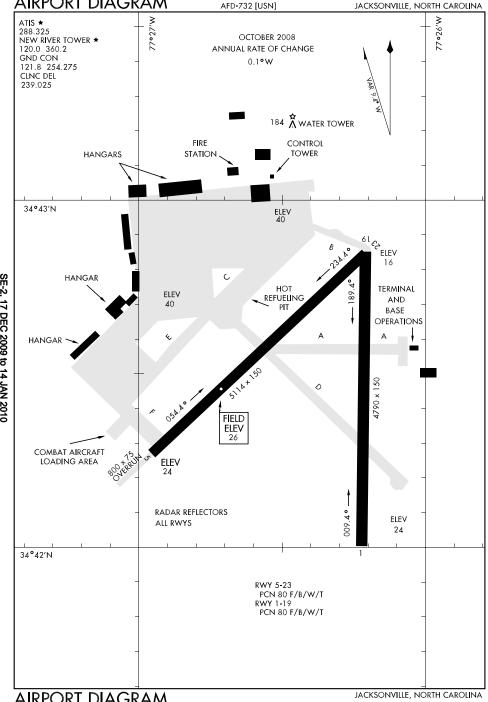


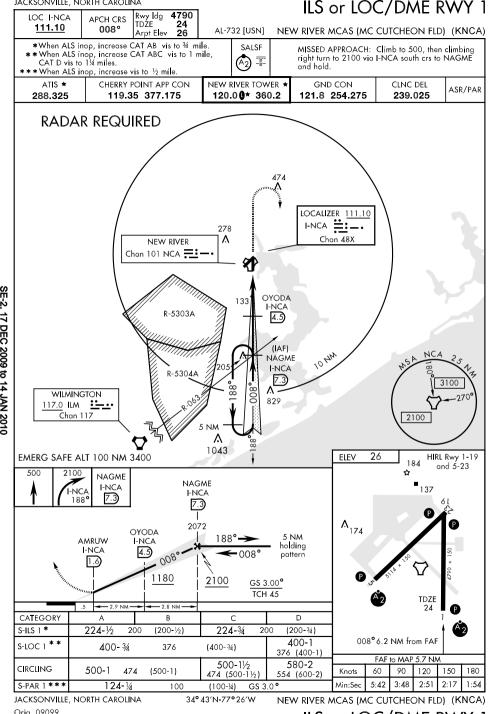


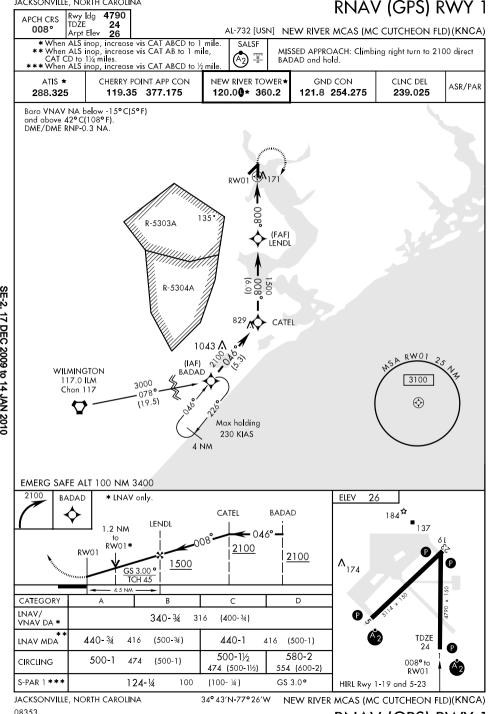


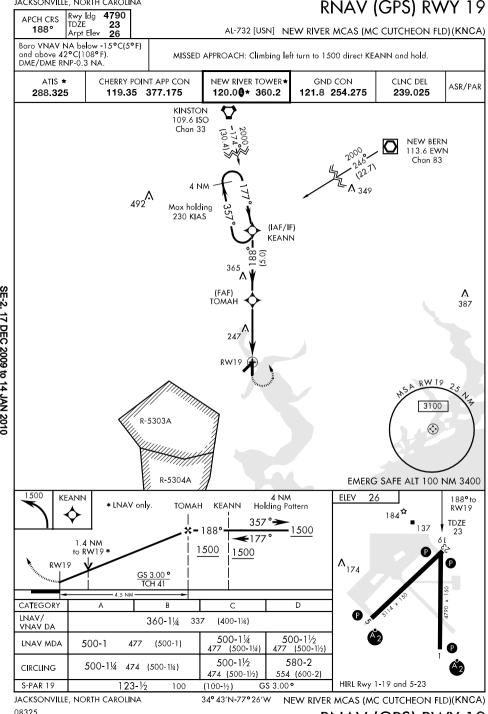


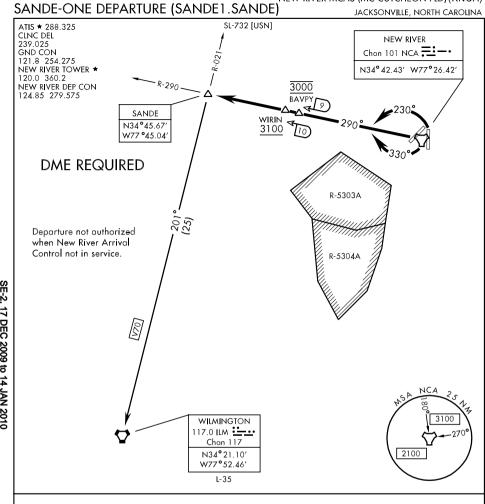












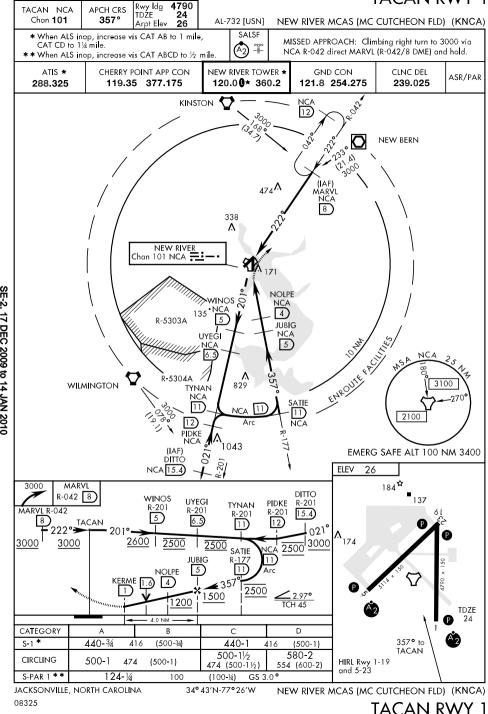
DEPARTURE ROUTE DESCRIPTION

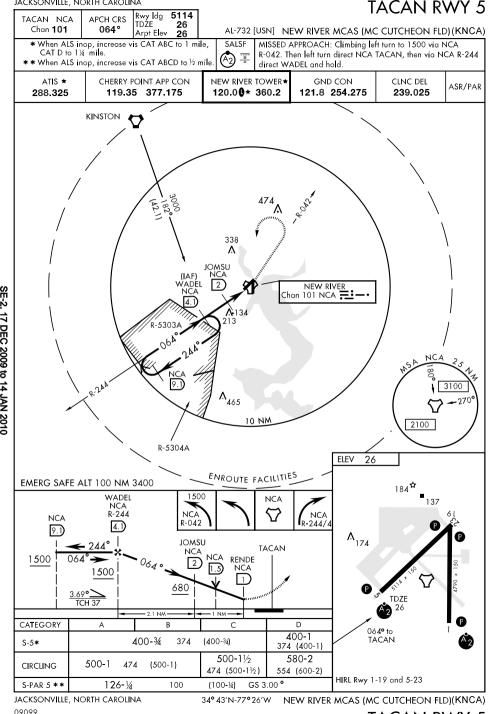
TAKE-OFF RWY 1 or 5: Climbing left turn to 3000 via heading 230°, Thence . . .

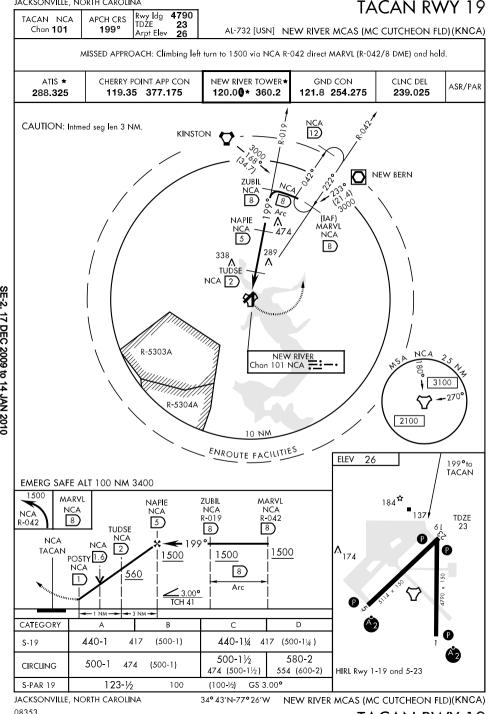
TAKE-OFF RWY 19 or 23: Climbing right turn to 3000 via heading 330°, Thence . . .

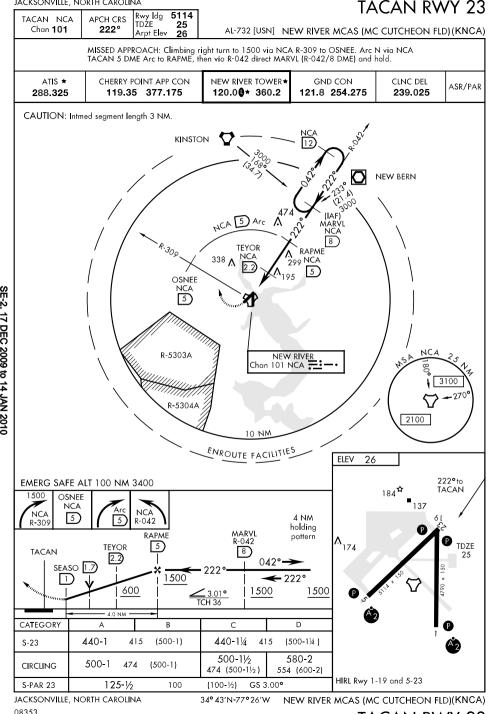
. . .Intercept NCA R-290 direct SANDE INT, then via assigned route/transition. Cross BAVPY at 3000. Cross WIRIN at or above 3100. Expect filed altitude ten minutes after departure.

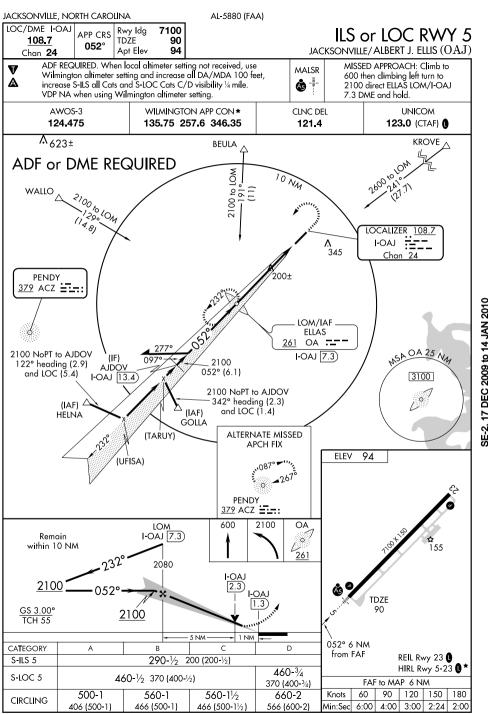
WILMINGTON TRANSITION (SANDE1.ILM): Via ILM R-021 direct ILM VORTAC, then as filed.

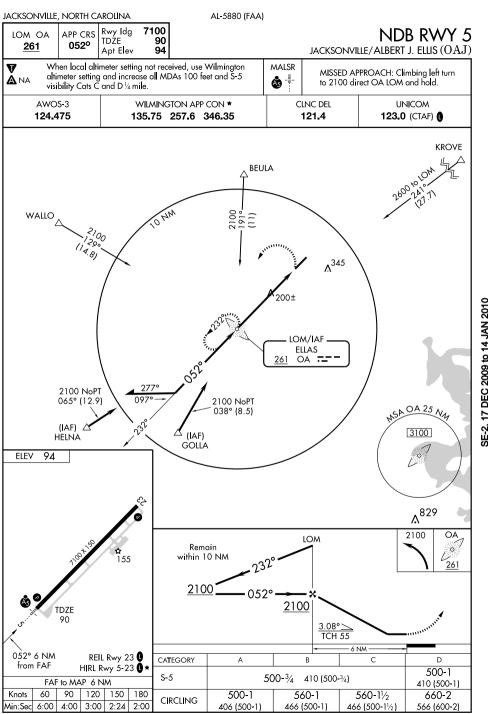


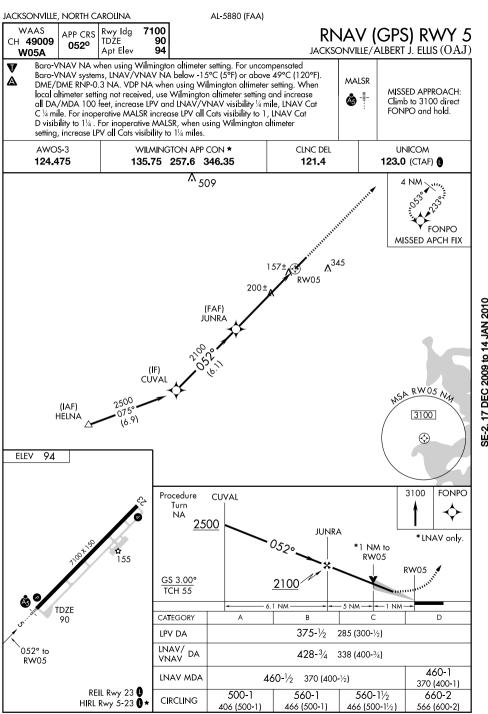


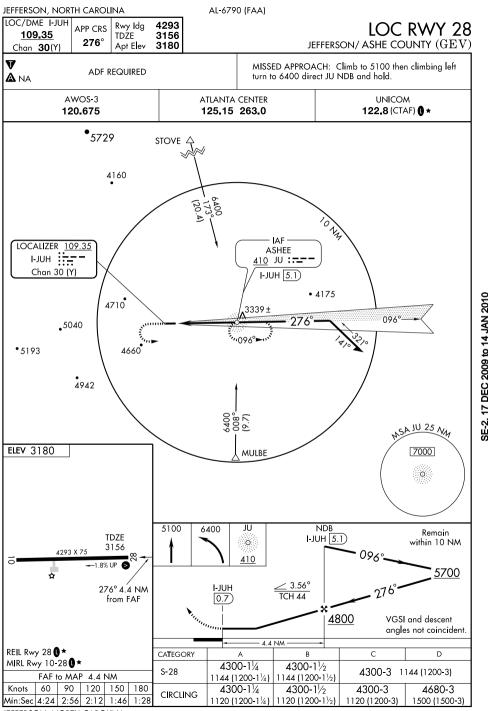


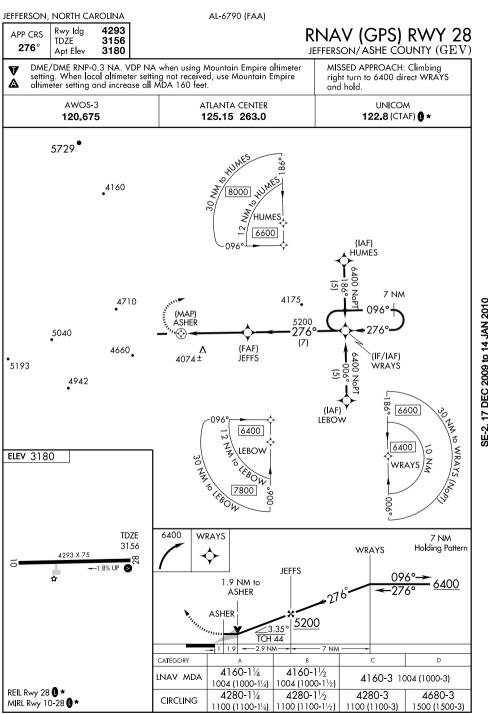


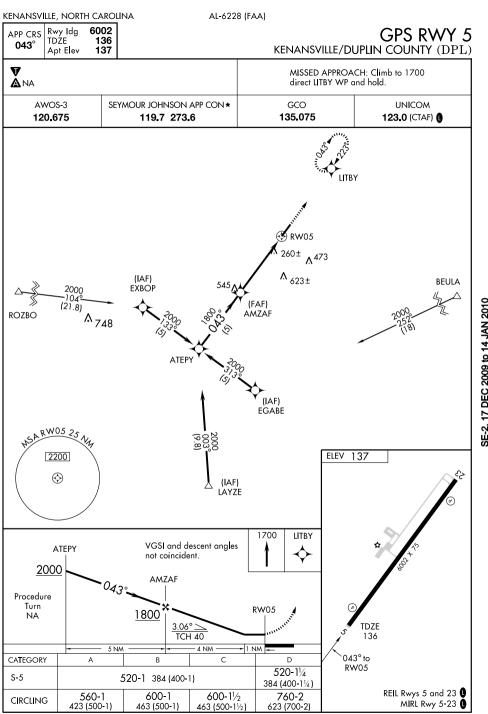


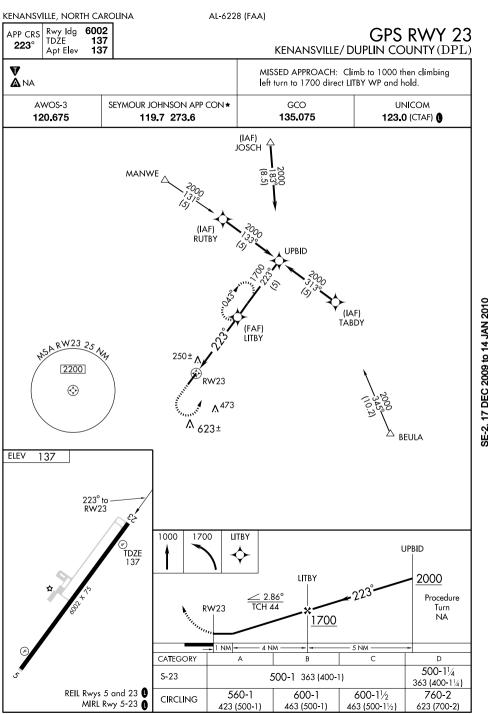


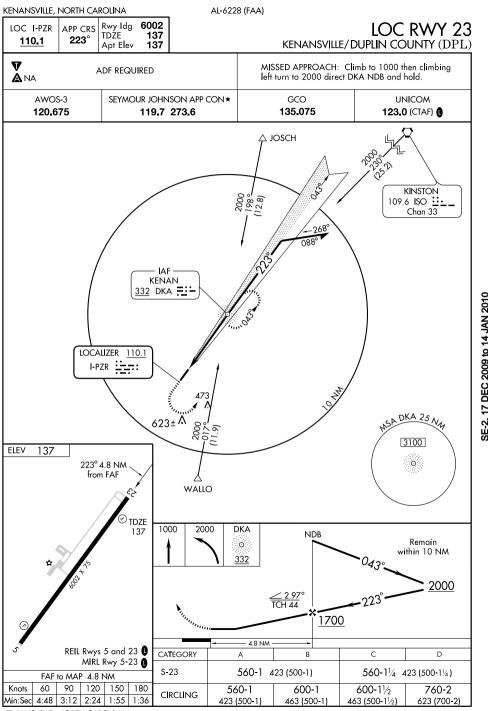


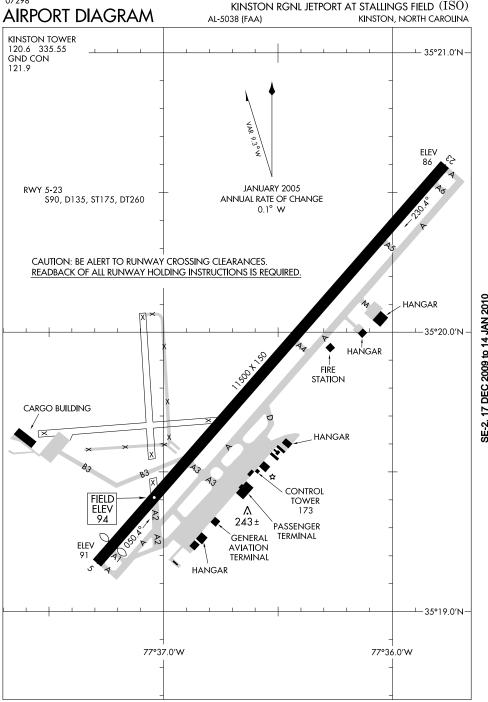


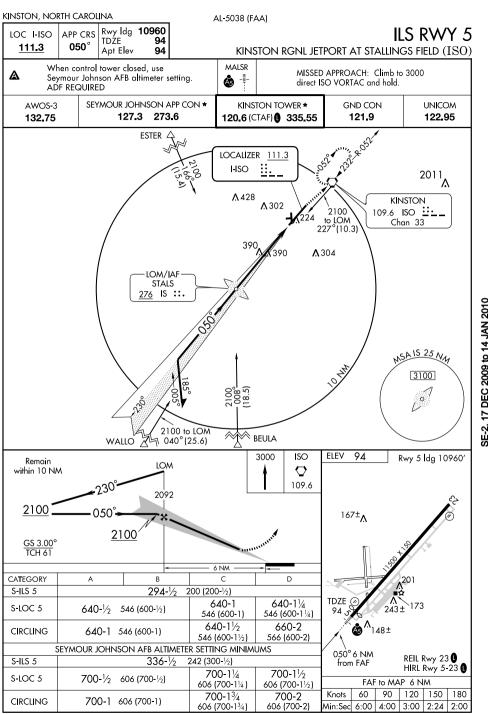


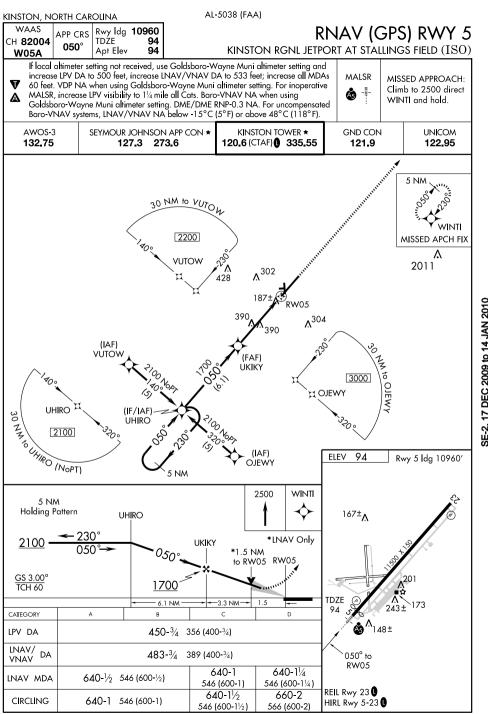




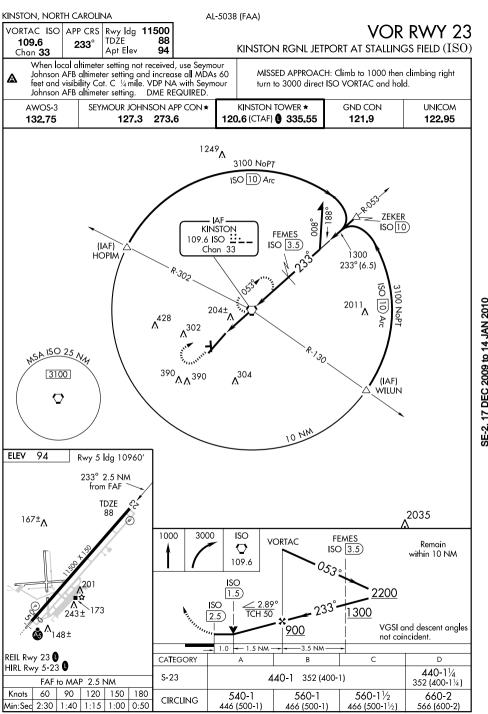


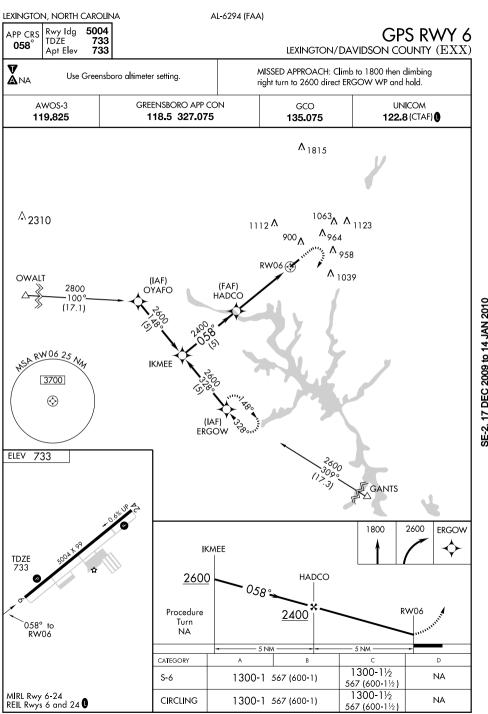


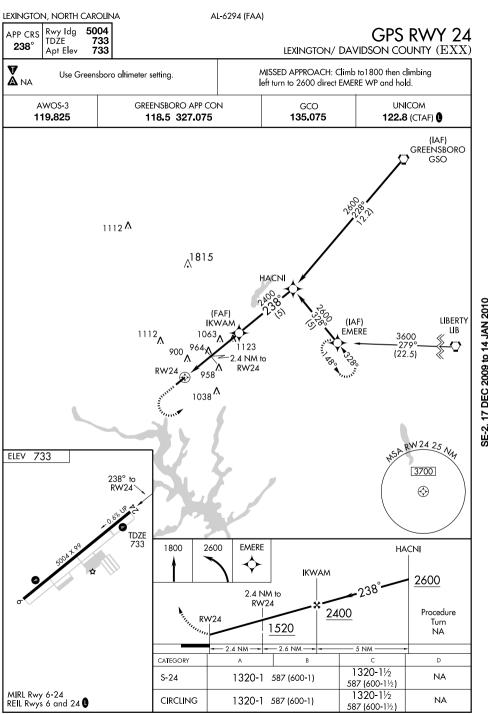


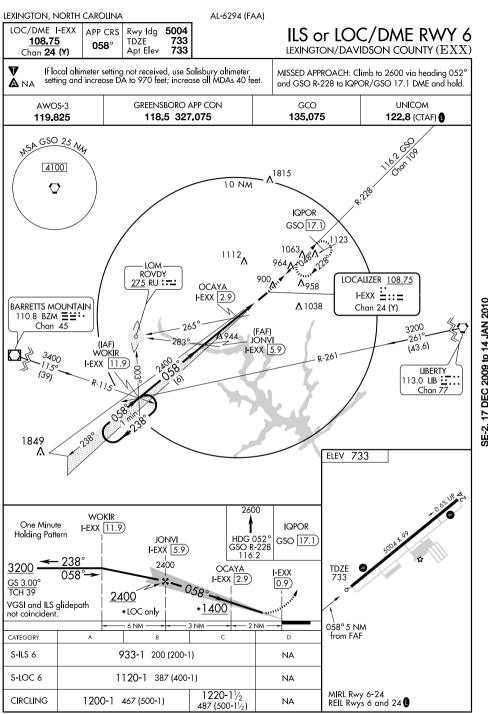


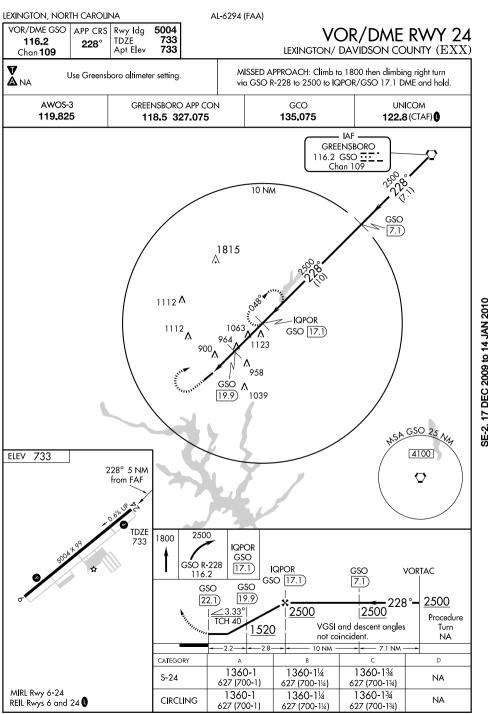
AL-5038 (FAA) KINSTON, NORTH CAROLINA WAAS RNAV (GPS) RWY 23 Rwy ldg 11500 APP CRS TDŹE 88 CH **77704** 230° KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)Apt Elev 94 W23A If local altimeter setting not received, use Goldsboro-Wayne Muni altimeter setting and increase LPV DA to 473 feet, increase LNAV/VNAV DA to 517 feet; increase all MDAs MISSED APPROACH: 60 feet. VDP NA when using Goldsboro-Wayne Muni altimeter setting. Baro-VNAV NA Climb to 2100 direct when using Goldsboro-Wayne Muni altimeter setting, DME/DME RNP-0.3 NA. For UHIRO and hold. uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA. SEYMOUR JOHNSON APP CON ★ AWOS-3 KINSTON TOWER * GND CON UNICOM 30 NM to WWY// Abopt 132,75 120.6 (CTAF) 0 335.55 127.3 273.6 121.9 (IAF) 5 NM 1249_^ ŴIMÁL (IF/IAF) 30 WINTI O MM to WIMP 2500 NOP, WINTI WIMAL H 2500 (FAF) (IAF) HUKÓR HAKMI SE-2, 17 DEC 2009 to 14, IAN 2010 204± 2011 ⁴²⁸∧ HAKM ∧³⁰² 3200 30 NM to HAKMI ۸³⁰⁴ MISSED APCH FIX 390 5 NM 94 **ELEV** Rwy 5 ldg 10960' 230° to RW23 2100 UHIRO VGSI and RNAV glidepath not coincident. 5 NM Holding Pattern TDZE WINTI 167±∧ *LNAV Only **HUKOR** 2500 230 *0.9 NM to RW23 RW23 GS 3.00° TCH 50 1700 0.9 NM -3.9 NM 7 NM CATEGORY С ^**.^** 243± 423-11/4 335 (400-11/4) LPV DA 148± LNAV/ DA 467-11/4 379 (400-11/4) VNAV 460-11/4 LNAV MDA 460-1 372 (400-1) 372 (400-11/4) REIL Rwy 23 0 540-1 560-1 560-11/2 660-2 CIRCLING HIRL Rwy 5-23 446 (500-1) 466 (500-1) 466 (500-11/2) 566 (600-2)

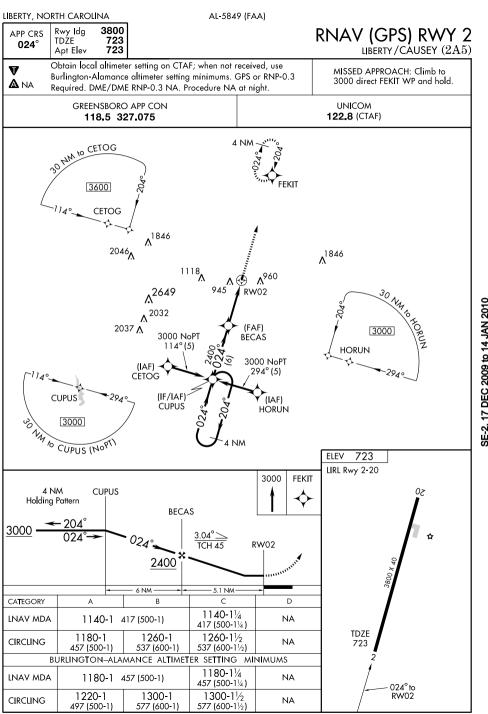




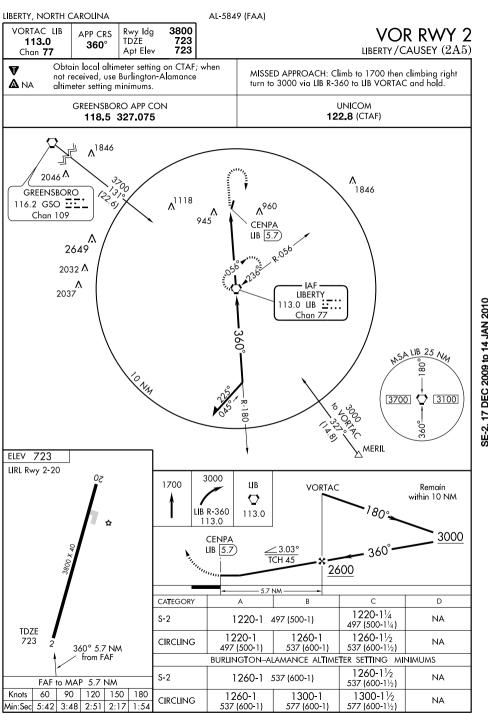


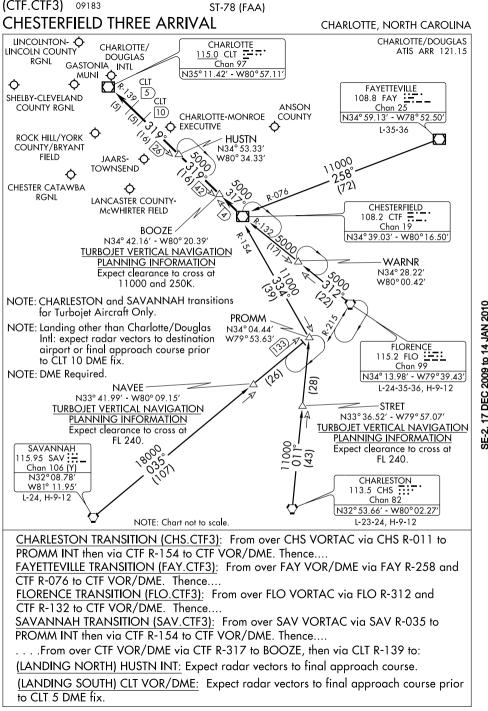


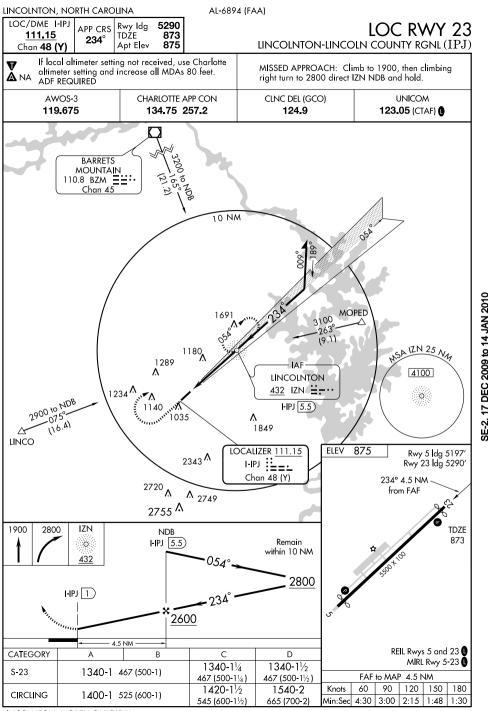




IBERTY, NC	RTH CAROL	.INA		AL-584	9 (FAA)						
APP CRS 204 °	Rwy Idg TDZE Apt Elev	3800 723 723	723 KINAV (GF3) KVV I ZU								
A	Burlington-A	lamance altin	setting on CTAF; when not received, use altimeter setting minimums. GPS or RNP-0.3 RNP-0.3 NA. Procedure NA at night.								
GREENSBORO APP CON 118.5 327.075					UNICOM 122.8 (CTAF)						
					_						
30 J	1	7	(IAF) EYOGI 3000 Noi 114° (5	4 NM - 2000 PT -	20 30 24 20 30		IAF) ICTE	1140.	300 NM (NoPI) 10 P. F.	
30 ZZZ 6 F. O		N 1846 2046 A 2646 A 2646 A 2646	Λ 1118 ₉₄₅ 9		(FAF) HOSIN	∧ 184	46 	•	3000 3000	-294°	
ELEV 72 IRL Rwy 2-			CUPUS AND A	NM							
IKL KWY Z	0,	204° to RW20		S		HOSIN		FE		4 NM Iding Pattern	
	- /-	TDZE 723	RV Jananan	V20	<u>∠3.0</u> TCH 4	· ·	2 ⁰ /	∆° —	<u>02</u> 4	4°→ 4° 3000	
	3800 x 40		CATEGORY	-	-5.1 NM —		— 6 NM 3		С	D	
			LNAV MDA	1	140-1	417 (500-	1)	114 417 (5	0-1½ 500-1½)	NA	
	/		CIRCLING			30-1 500-1) 1260-1 537 (600-				NA	
1190 11/									MINIMUMS		
2			LNAV MDA			457 (500-	•	457 (5	0-1¼ 500-1¼)	NA	
			CIRCLING	12 497	20-1 (500-1)	130 577 (6			00-1½ 500-1½)	NA	

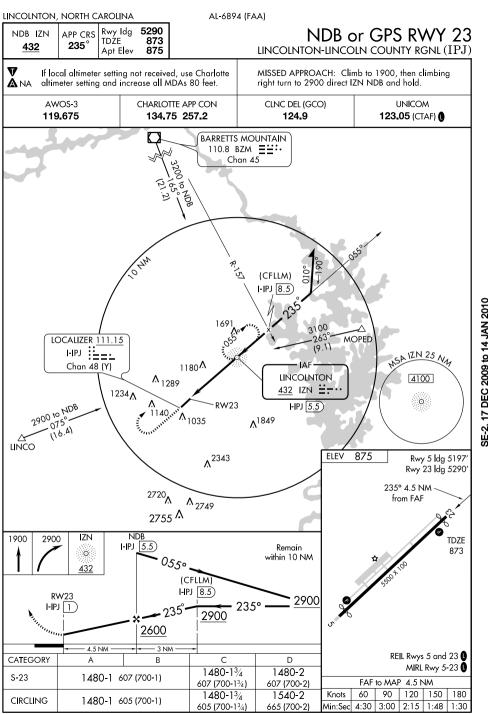


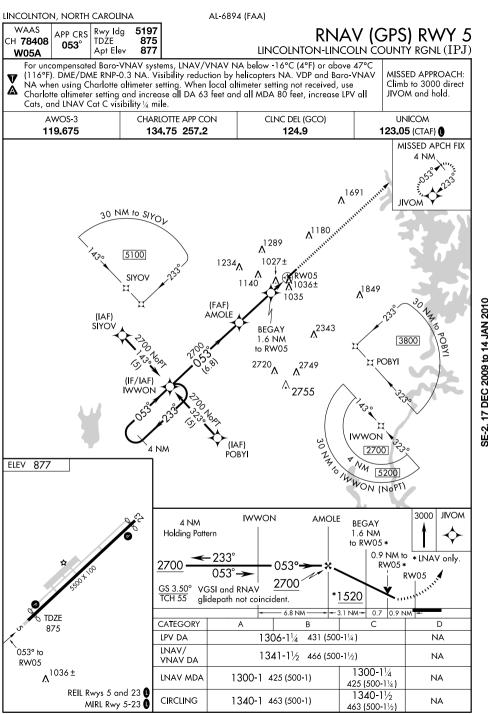


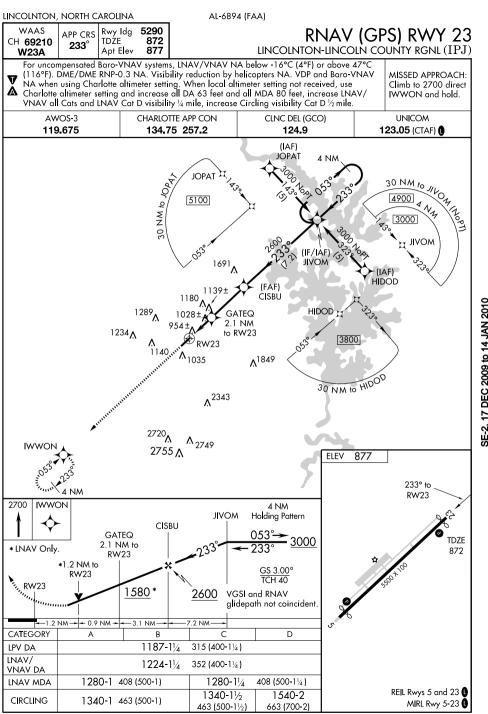


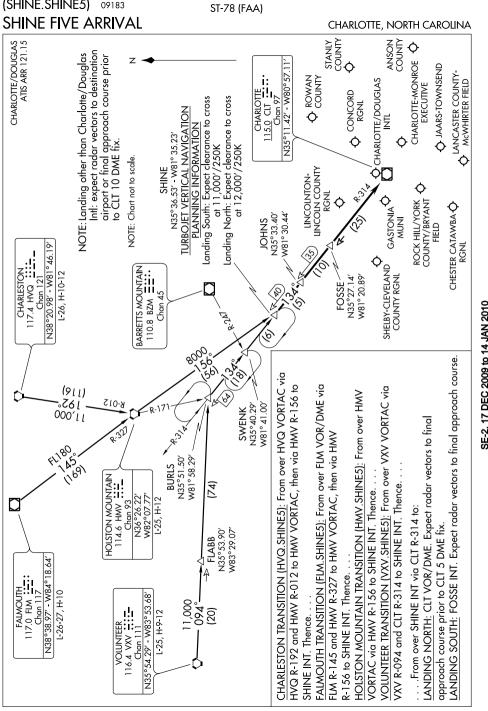
(MAJIC.MAJIC1) 09183 ST-78 (FAA) MAJIC ONE ARRIVAL CHARLOTTE, NORTH CAROLINA CHARLOTTE/DOUGLAS ROANOKE ATIS ARR 121.15 109.4 ROA : CHARLOTTE APP CON Chan 31 (001° -119°) 128.32 N37°20.61′ - W80°04.23′ LYNCHBURG (120° -245°) 120.05 L-26, H-10-12 109.2 LYH 🗔 (246° -360°) 134.75 15NM 181° (61) Chan 29 (180° -359°) 257.2 N37° 15.28′ (360° -179°) 307.8 MAYOS W79° 14.19′ N36° 19.59′ - W79° 59.79′ L-26-36, H-10-12 TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION Expect to cross at FL220. KELLS N36° 35.17' MAJIC W79° 47.17′ N35°48.71′ - W80°26.17′ TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION RALEIGH/DURHAM Expect to cross at 13,000'/250K. 117.2 RDU **∷**ः Chan 119 N35° 52.35' W78° 47.00' L-36, H-9-12 11000 SUDSY -273° N35° 44.58′ (40)W80° 29.63' LIBERTY 113.0 LIB :-:: LINCOLNTON-CLT Chan 77 LINCOLN COUNTY **GIZMO** 10) N35° 48.70′ N35° 32.99′ W80° 39.29′ **RGNL** W79° 36.76′ SHELBY-CLT CHARLOTTE CLEVELAND DOUGLAS A 5 COUNTY RGNL INTL CHARLOTTE NOTE: DME required. 115.0 CLT -NOTE: RADAR required for LIB R-273. GASTONIA MUN NOTE: Landing other than Charlotte/ N35°11.42′ - W80°57.11′ Douglas Intl; expect radar ROCK HILL/YORK CHARLOTTE-MONROE vectors to destination airport COUNTY/BRYANT **EXECUTIVE** ANSON or final approach course prior **FIELD** COUNTY JAARSto CLT 10 DME fix. TOWNSEND CHESTER CATAWBA **RGNL** LANCASTER COUNTY-McWHIRTER FIELD NOTE: Chart not to scale. LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . . LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . . ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence.From over MAJIC via CLT R-039 to: LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix. LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

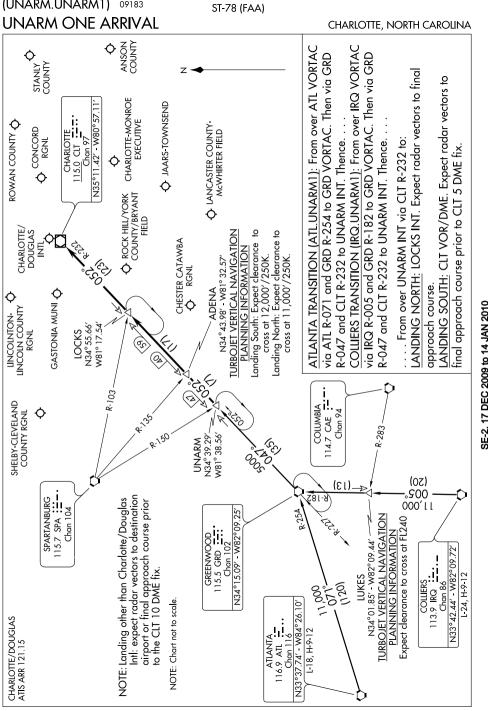
SE-2, 17 DEC 2009 to 14, IAN 2010

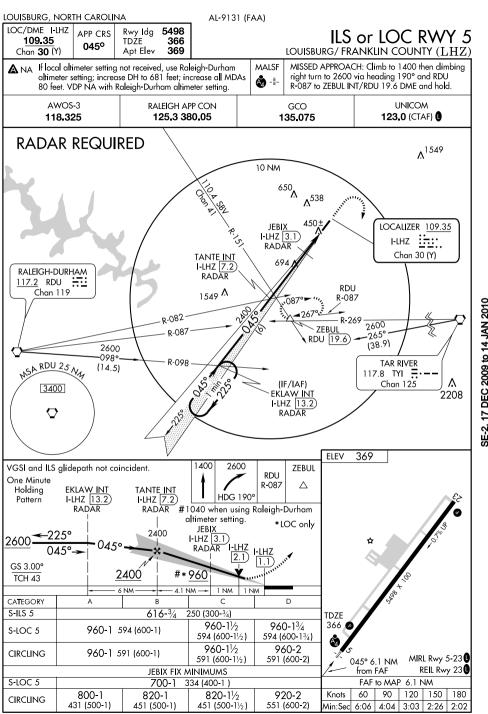


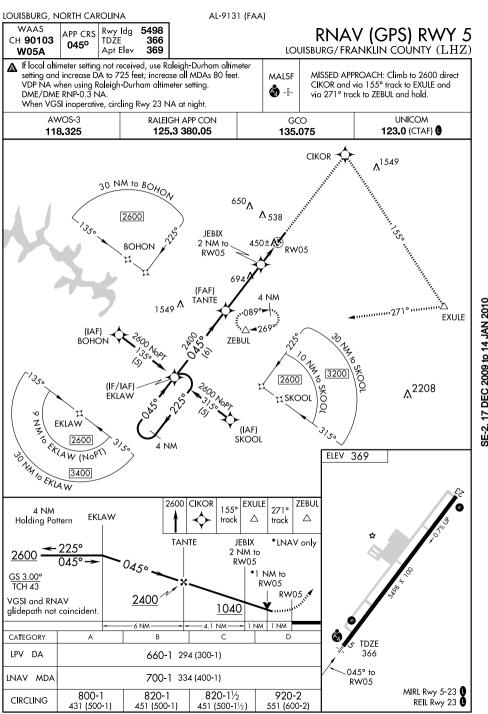


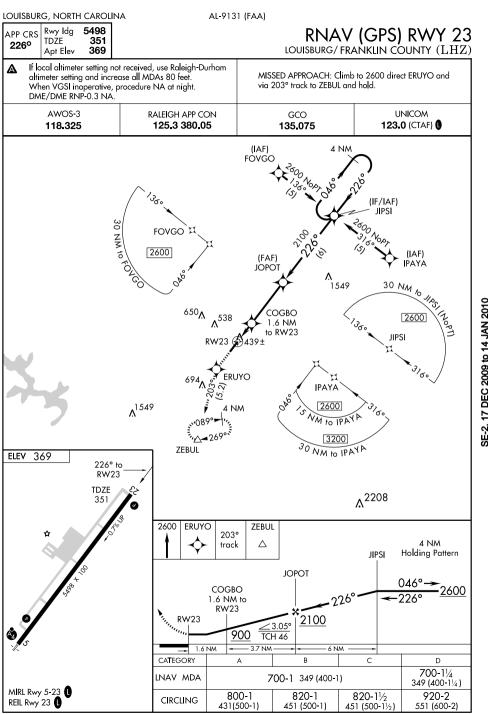


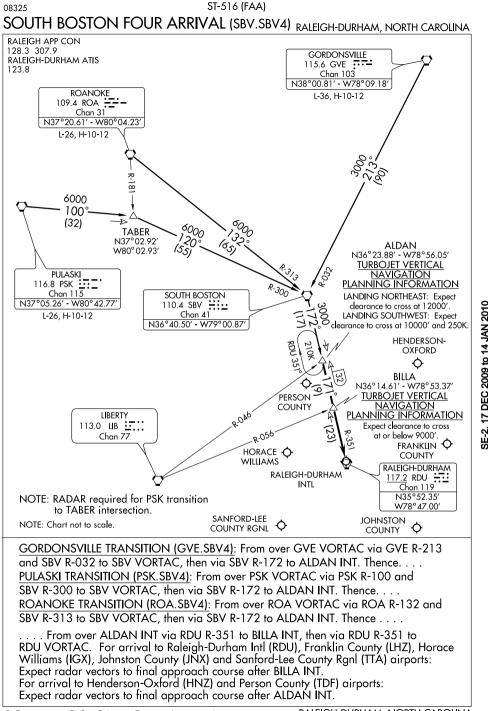


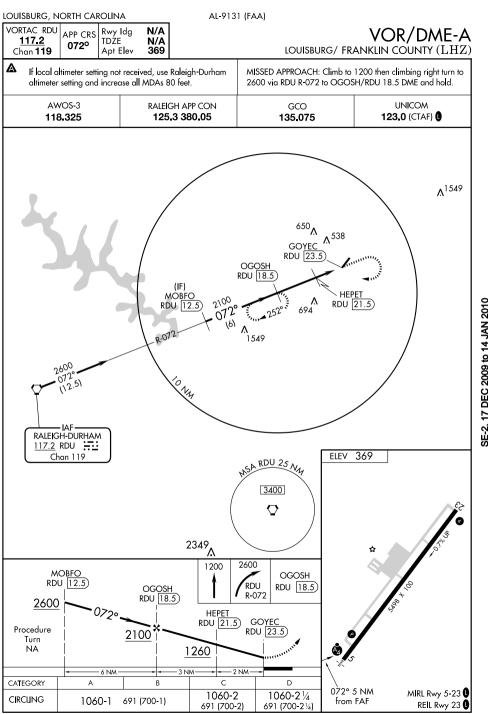


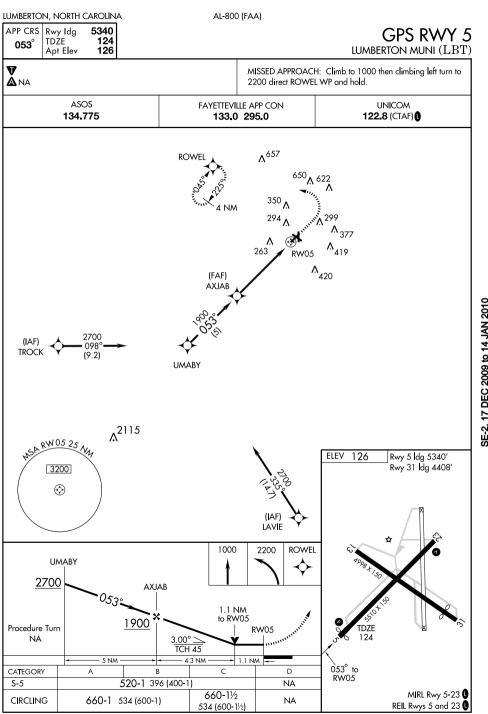


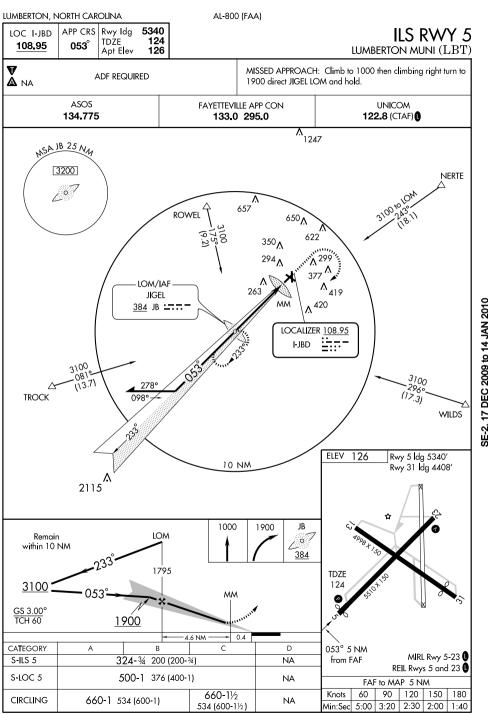


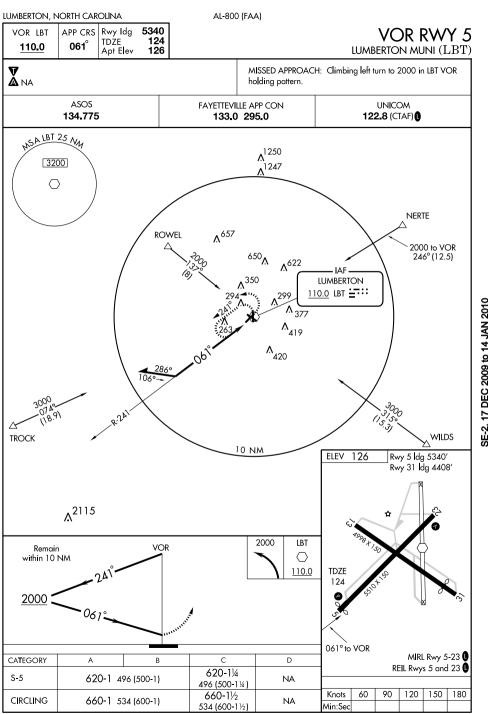


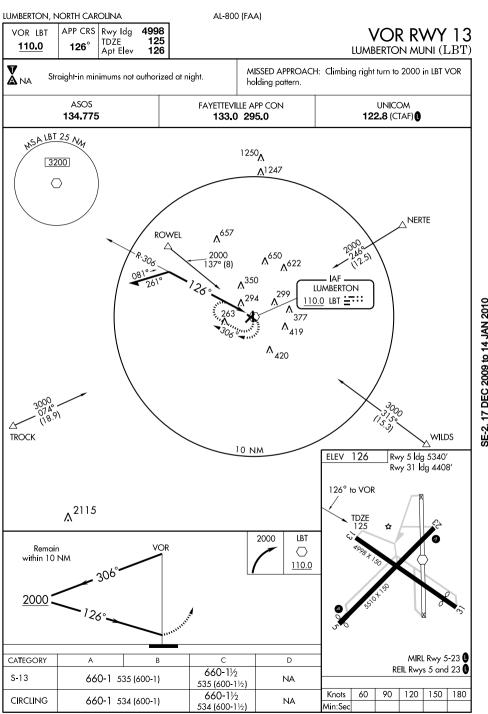


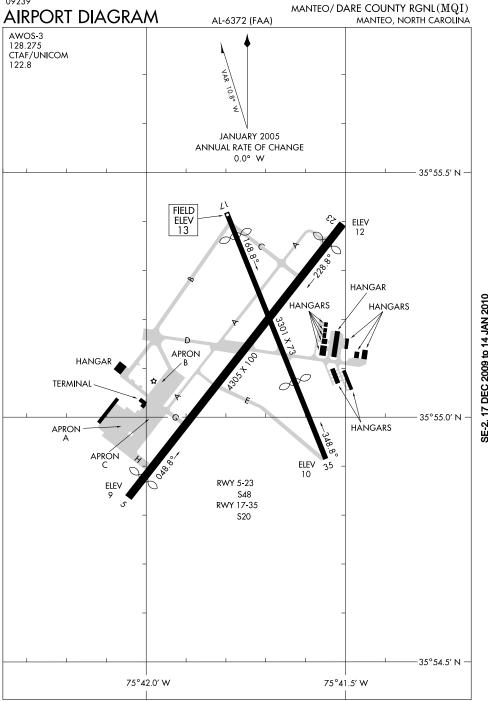


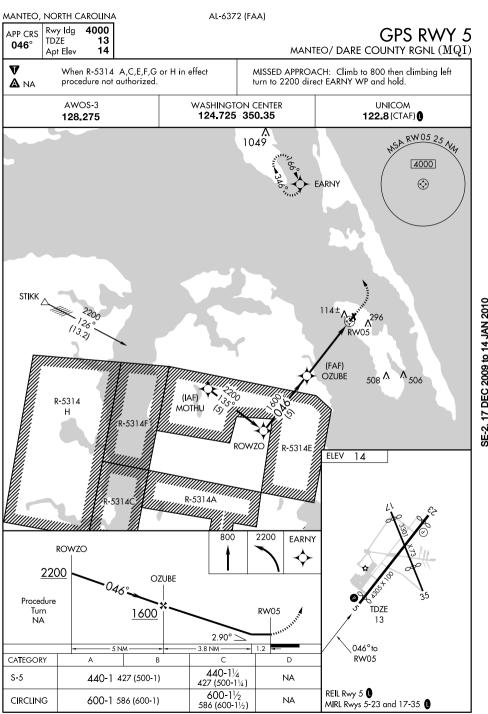


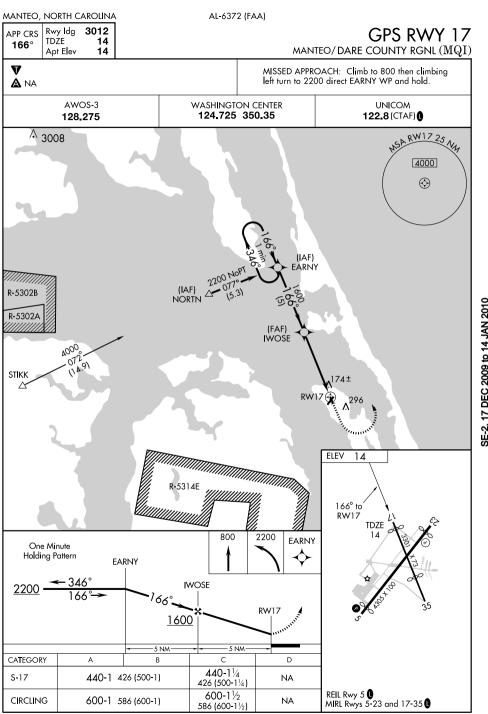


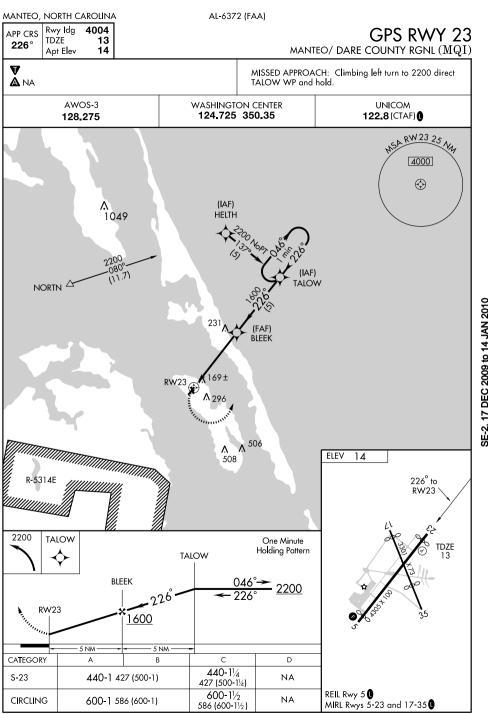


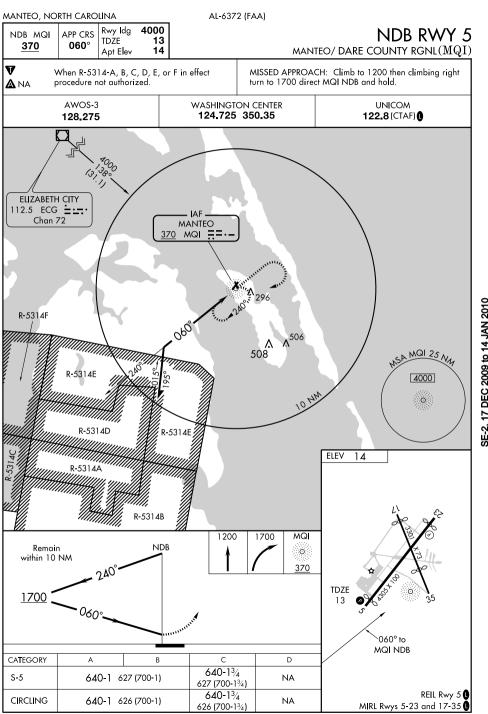


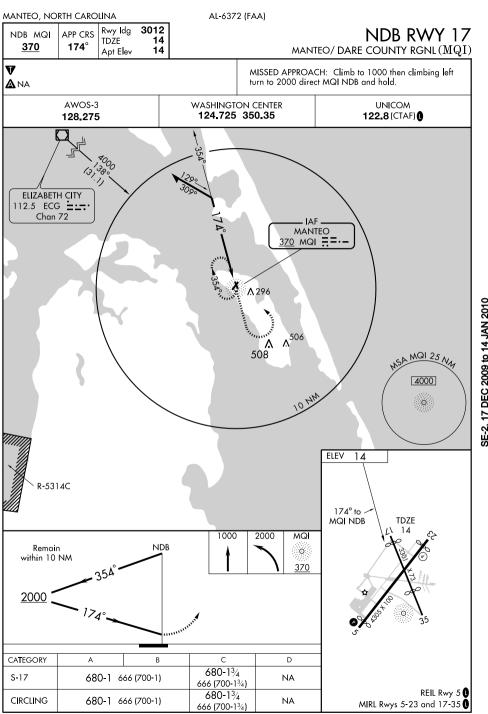


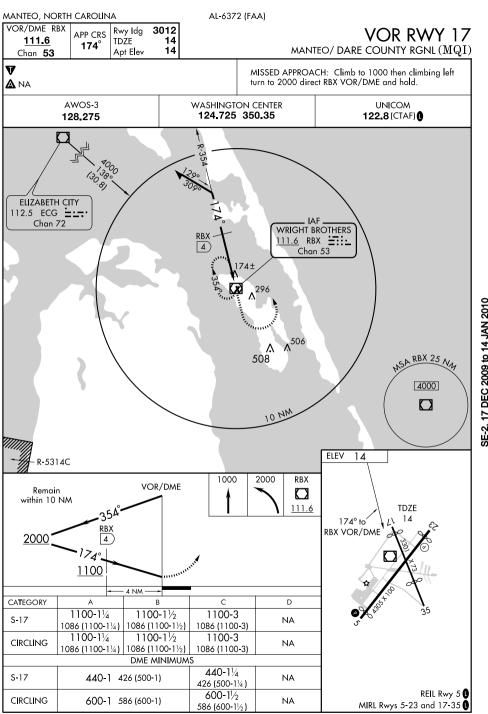


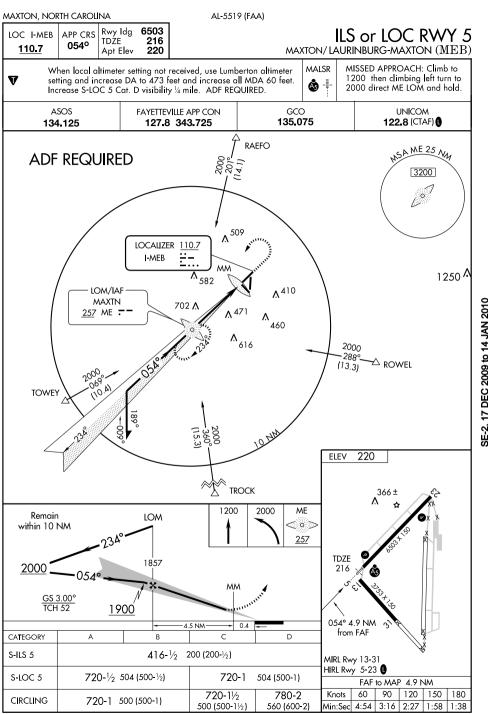


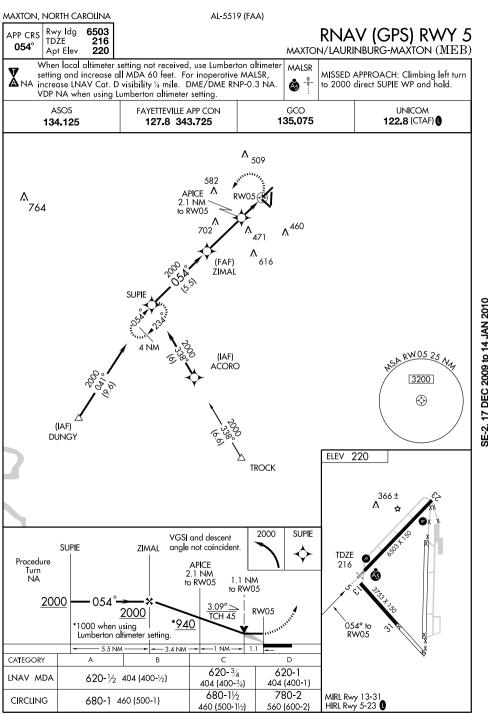


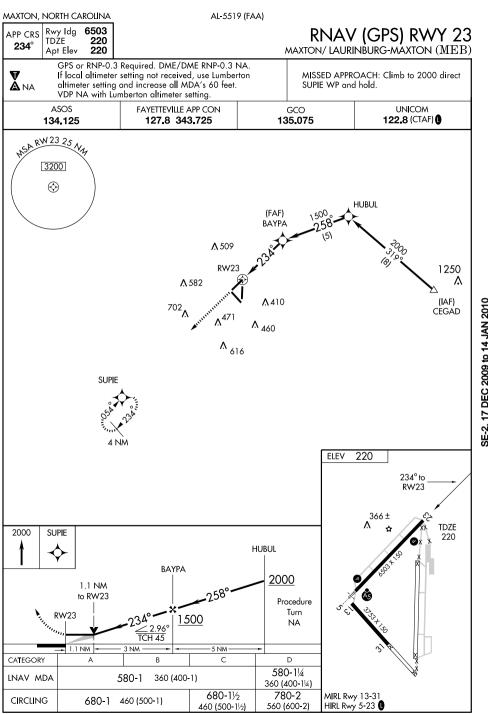


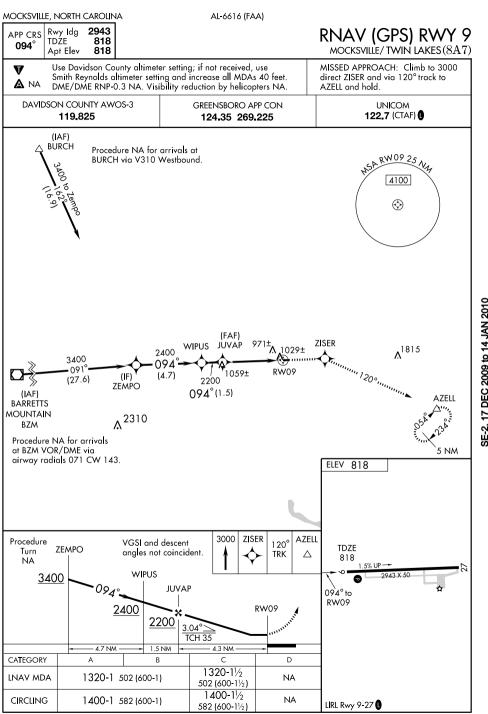


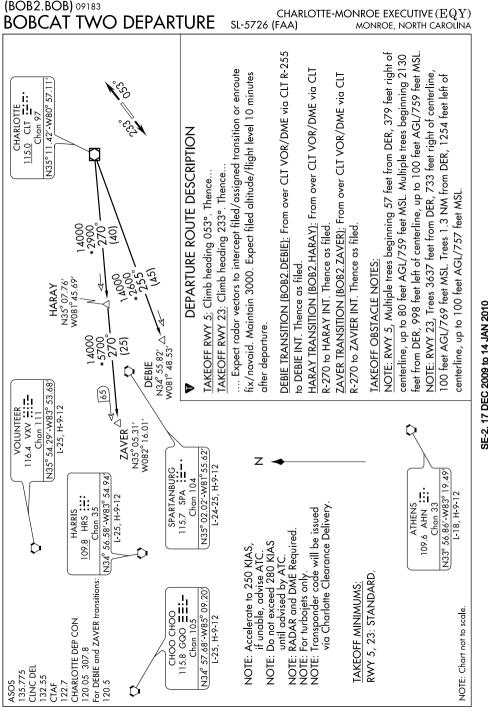


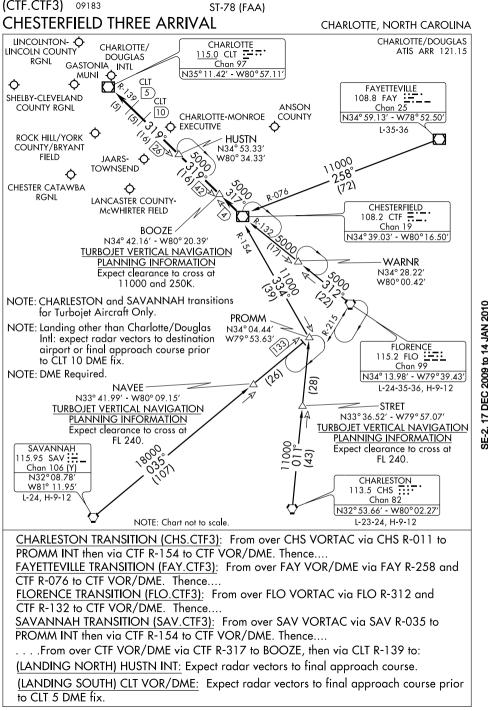


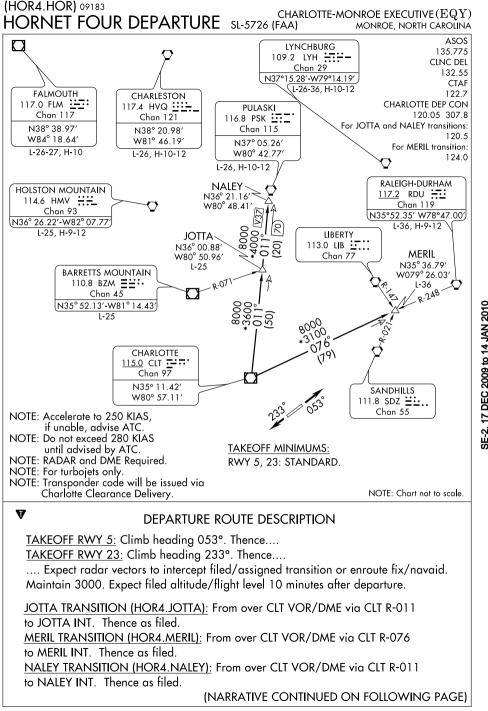












HOR4.HOR) 09183

HORNET FOUR DEPARTURE

SL-5726 (FAA)

CHARLOTTE-MONROE EXECUTIVE (EQY)

MONROE, NORTH CAROLINA

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 5, Multiple trees beginning 57 feet from DER, 379 feet right of centerline, up to 80 feet AGL/759 feet MSL. Multiple trees beginning 2130 feet from DER, 998 feet left of centerline, up to 100 feet AGL/759 feet MSL.

NOTE: RWY 23, Trees 3637 feet from DER, 733 feet right of centerline, 100 feet AGL/769 feet MSL. Trees 1.3 NM from DER, 1254 feet left of centerline, 100 feet AGL/757 feet MSL.

SE-2, 17 DEC 2009 to 14, IAN 2010

(HUG8.HUG) 09183 CHARLOTTE-MONROE EXECUTIVE (EQY)HUGO EIGHT DEPARTURE SL-5726 (FAA) MONROE, NORTH CAROLINA ASOS 135.775 LYNCHBURG CLNC DEL 109.2 LYH ≒ ∺ CHARLESTON 132.55 Chan 29 117.4 HVQ :::= CTAF N37°15.28′ W79°14.19′ Chan 121 L-26-36, H-10-12 122.7 N38°20.98′ W81°46.19 L-26, H-10-12 SADIF N36° 41.81′ W81° 33.61′ HOLSTON MOUNTAIN PULASKI 114.6 HMV ∷∷_ 116.8 PSK :--Chan 93 Chan 115 N36°26.22′ W82°07.77 N37°05.26′ W80°42.77′ L-25, H-9-12 L-26, H-10-12 CHARLOTTE NORTHWEST 15.0 CLT --- -CHARLOTTE DEP CON ROBAY Chan 97 N35°11.42′ W80°57.11′ 134.75 257.2 N36° 03.77′ W81° 18.07′ SUGARLOAF MOUNTAIN 112.2 SUG <u>∷</u>: RALEIGH-DURHAM Chan 59 117.2 RDU ==== SE-2, 17 DEC 2009 to 14, IAN 2010 N35°24.39′ W82°16.12′ Chan 119 N35°52.35′ W78°47.00′ L-25 PITTY GIPPR L-36, H-9-12 (45) N35°19.82′ W81° 51.09′ *2900 11000 V54-409 N35°12.58′ **FOOTHILLS** 11000 W79° 59.13′ 113.4 ODF 286 → L-25-36 *3100 Chan 81 11000 - R-272 **-⟨⁻⁻⟩** 093° N34° 41.75′ DEBIE *2600 (48)W83° 17.86′ N34° 55.82′ W81° 48.53′ L-25. H-9-12 SANDHILLS 111.8 SDZ =:. **GREENWOOD** Chan 55 115.5 GRD • :: Chan 102 N34° 15.09′ W82° 09.25' L-24, H-9-12 CHESTERFIELD andys 🕹 108.2 CTF ELECTRIC CITY N34° 22.25′ **CHOPN** Chan 19 108.6 ELW := ... W81° 08.63′ N34° 14.90′ Chan 23 SOUTHEAST W80° 32.35′ N34° 25.15′ CHARLOTTE DEP CON W82° 47.08' NOTE: TURBOPROPS: Operate in 128.325 307.8 L-18 a manner that will result in best forward speed and climb rate. NOTE: RADAR and DME Required. NOTE: For propeller aircraft only. COLUMBIA COLLIERS 114.7 CAE :---NOTE: Transponder code will be issued 113.9 IRQ :--Chan 94 via Charlotte Clearance Chan 86 N33°51.43′ W81°03.23′ Delivery. N33°42.44′ W82°09.72′ L-24, H-9-12 L-24. H-9-12 SAVANNAH 115.95 SAV :: _ TAKEOFF MINIMUMS: Chan 106 (Y) RWYS 5, 23: STANDARD N32°08.78′ W81°11.95′ L-24, H-9-12 (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

(HUG8.HUG) 09183 CHARLOTTE-MONROE EXECUTIVE (EQY)HUGO EIGHT DEPARTURE SL-5726 (FAA) MONROE, NORTH CAROLINA

V

DEPARTURE ROUTE DESCRIPTION

SE-2, 17 DEC 2009 to 14, IAN 2010

TAKEOFF RWY 5: Climb heading 053°. Thence.... TAKEOFF RWY 23: Climb heading 233°. Thence....

.... Expect radar vectors to intercept filed/assigned transition or enroute

fix/navaid. Maintain 3000. Expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (HUG8.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS INT. Thence as filed. CHOPN TRANSITION (HUG8.CHOPN): From over CLT VOR/DME via CLT R-165

to CHOPN INT. Thence as filed.

DEBIE TRANSITION (HUG8.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE INT. Thence as filed.

GIPPR TRANSITION (HUG8.GIPPR): From over CLT VOR/DME via CLT R-093 to

GIPPR INT. Thence as filed. PITTY TRANSITION (HUG8.PITTY): From over CLT VOR/DME via CLT R-286 to

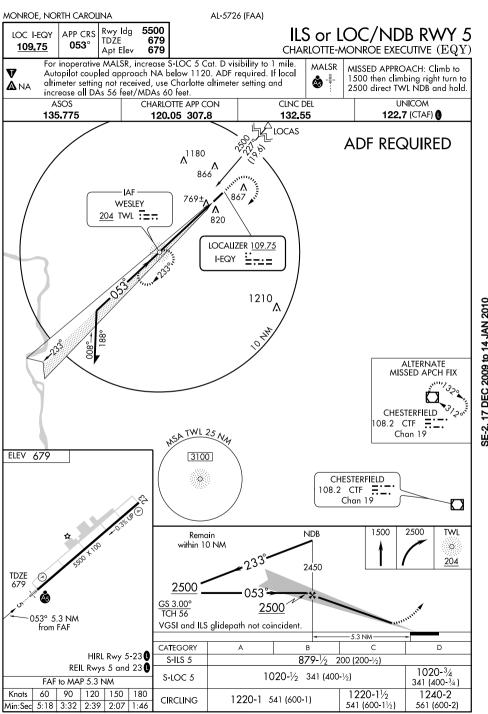
PITTY INT. Thence as filed. ROBAY TRANSITION (HUG8.ROBAY): From over CLT VOR/DME via CLT R-347

to ROBAY INT. Thence as filed. SADIE TRANSITION (HUG8.SADIE): From over CLT VOR/DME via CLT R-347 to SADIF INT. Thence as filed.

TAKEOFF OBSTACLE NOTES: NOTE: RWY 5, Multiple trees beginning 57 feet from DER, 379 feet right of

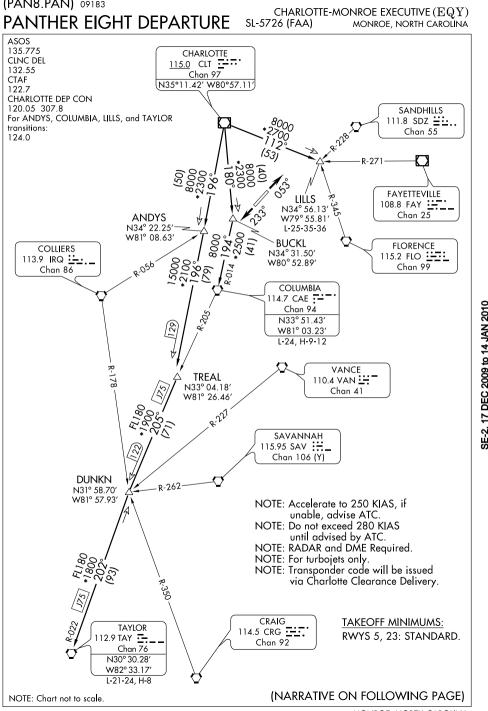
centerline, up to 80 feet AGL/759 feet MSL. Multiple trees beginning 2130 feet from DER, 998 feet left of centerline, up to 100 feet AGL/759 feet MSL. NOTE: RWY 23. Trees 3637 feet from DER, 733 feet right of centerline. 100 feet AGL/769 feet MSL. Trees 1.3 NM from DER, 1254 feet left of

centerline, 100 feet AGL/757 feet MSL.



(MAJIC.MAJIC1) 09183 ST-78 (FAA) MAJIC ONE ARRIVAL CHARLOTTE, NORTH CAROLINA CHARLOTTE/DOUGLAS ROANOKE ATIS ARR 121.15 109.4 ROA : CHARLOTTE APP CON Chan 31 (001° -119°) 128.32 N37°20.61′ - W80°04.23′ LYNCHBURG (120° -245°) 120.05 L-26, H-10-12 109.2 LYH 🗔 (246° -360°) 134.75 15NM 181° (61) Chan 29 (180° -359°) 257.2 N37° 15.28′ (360° -179°) 307.8 MAYOS W79° 14.19′ N36° 19.59′ - W79° 59.79′ L-26-36, H-10-12 TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION Expect to cross at FL220. KELLS N36° 35.17' MAJIC W79° 47.17′ N35°48.71′ - W80°26.17′ TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION RALEIGH/DURHAM Expect to cross at 13,000'/250K. 117.2 RDU 🗔 Chan 119 N35° 52.35' W78° 47.00' L-36, H-9-12 11000 SUDSY -273° N35° 44.58′ (40)W80° 29.63' LIBERTY 113.0 LIB :-:: LINCOLNTON-CLT Chan 77 LINCOLN COUNTY **GIZMO** 10) N35° 48.70′ N35° 32.99′ W80° 39.29′ **RGNL** W79° 36.76′ SHELBY-CLT CHARLOTTE CLEVELAND DOUGLAS A 5 COUNTY RGNL INTL CHARLOTTE NOTE: DME required. 115.0 CLT -NOTE: RADAR required for LIB R-273. **GASTONIA** MUN NOTE: Landing other than Charlotte/ N35°11.42′ - W80°57.11′ Douglas Intl; expect radar ROCK HILL/YORK CHARLOTTE-MONROE vectors to destination airport COUNTY/BRYANT **EXECUTIVE** ANSON or final approach course prior **FIELD** COUNTY JAARSto CLT 10 DME fix. TOWNSEND CHESTER CATAWBA **RGNL** LANCASTER COUNTY-McWHIRTER FIELD NOTE: Chart not to scale. LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . . LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . . ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence.From over MAJIC via CLT R-039 to: LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix. LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

SE-2, 17 DEC 2009 to 14, IAN 2010



(PAN8.PAN) 09183 CHARLOTTE-MONROE EXECUTIVE (EQY)PANTHER EIGHT DEPARTURE SL-5726 (FAA) MONROE, NORTH CAROLINA

DEPARTURE ROUTE DESCRIPTION V

TAKEOFF RWY 5: Climb heading 053°. Thence.... TAKEOFF RWY 23: Climb heading 233°. Thence.... Expect radar vectors to intercept filed/assigned transition or enroute

fix/navaid. Maintain 3000. Expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (PAN8.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS INT. Thence as filed.

COLUMBIA TRANSITION (PAN8.CAE): From over CLT VOR/DME via CLT R-180 and CAE R-014 to CAE VORTAC. Thence as filed.

LILLS TRANSITION (PAN8.LILLS): From over CLT VOR/DME via CLT R-112 to

IIIIS INT Thence as filed

TAYLOR TRANSITION (PAN8.TAY): From over CLT VOR/DME via CLT R-196 to TREAL INT and CAE R-205 to DUNKN INT and TAY R-022 to TAY VORTAC.

TAKEOFF OBSTACLE NOTES:

Thence as filed.

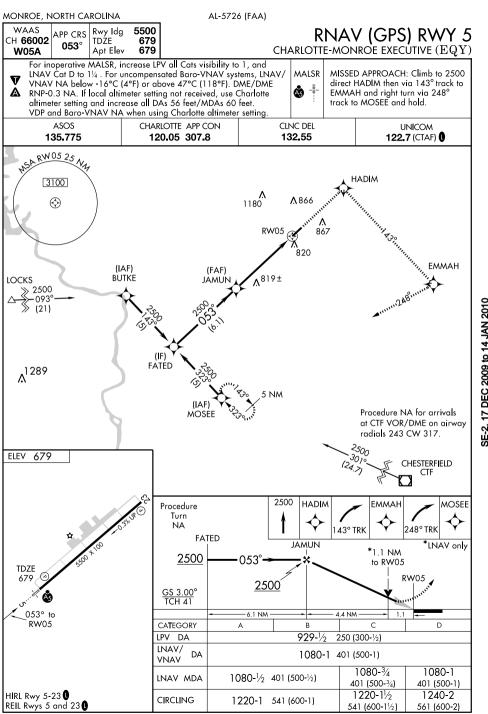
NOTE: RWY 5, Multiple trees beginning 57 feet from DER, 379 feet right of

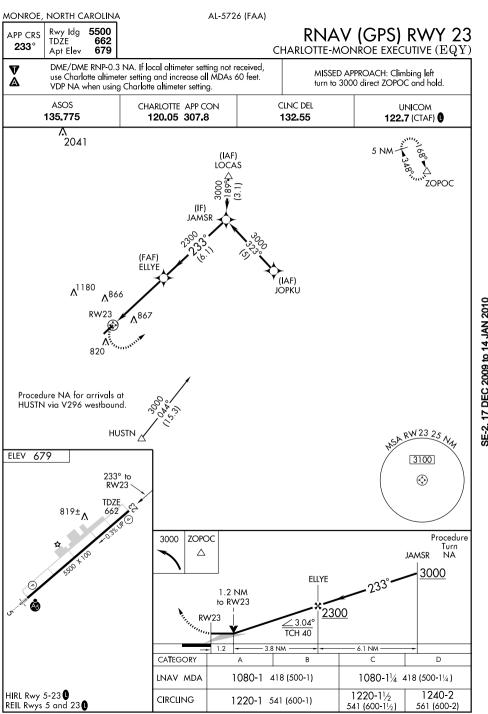
feet from DER, 998 feet left of centerline, up to 100 feet AGL/759 feet MSL. NOTE: RWY 23, Trees 3637 feet from DER, 733 feet right of centerline, 100 feet AGL/769 feet MSL. Trees 1.3 NM from DER, 1254 feet left of

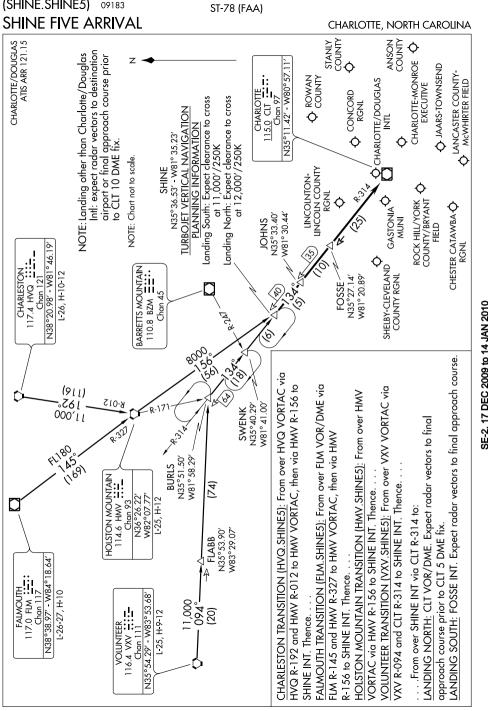
centerline, up to 80 feet AGL/759 feet MSL. Multiple trees beginning 2130

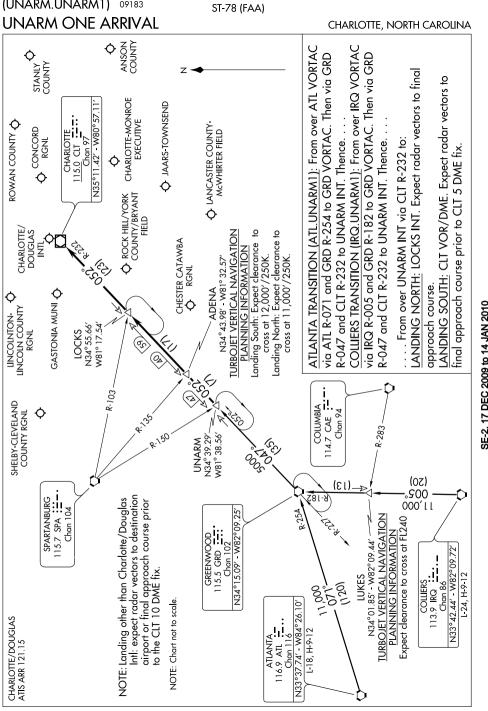
SE-2, 17 DEC 2009 to 14, IAN 2010

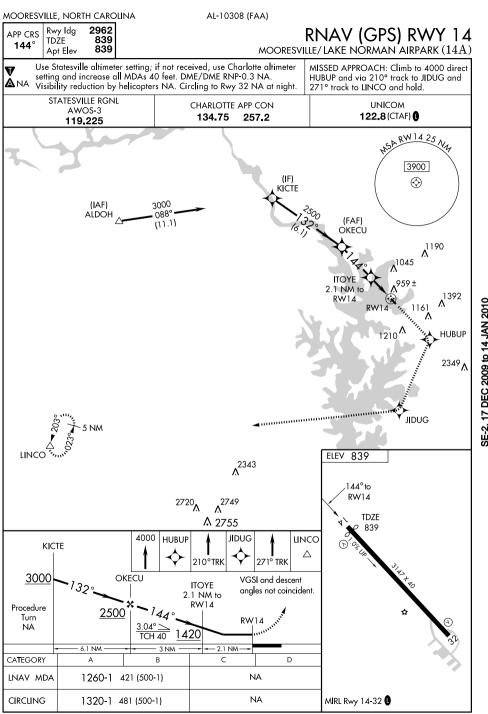
centerline. 100 feet AGL/757 feet MSL.

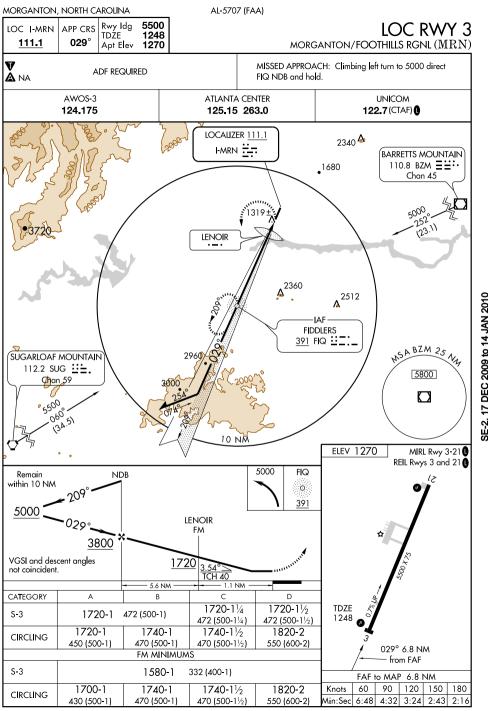


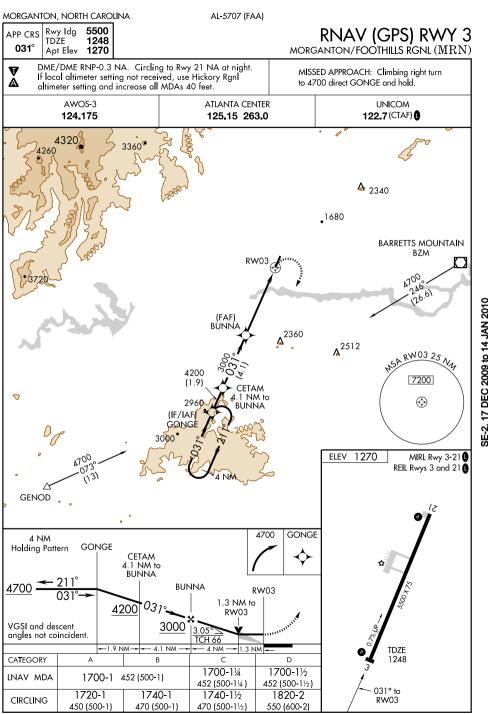


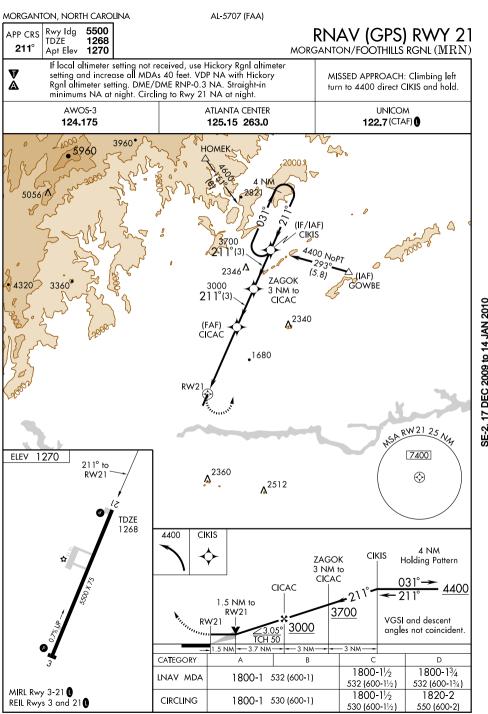


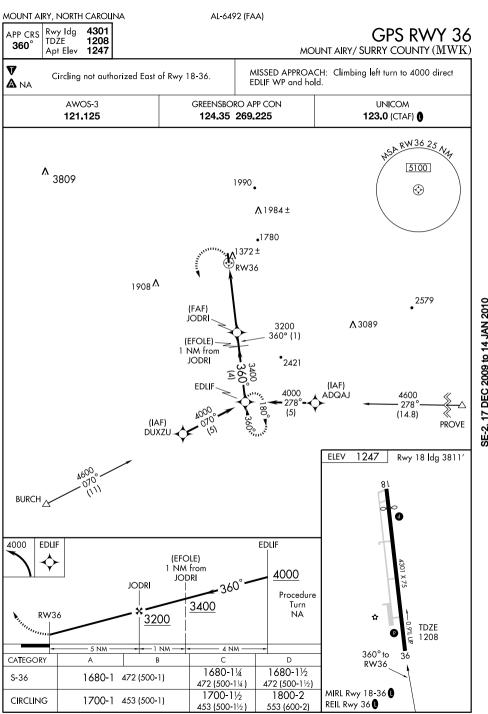


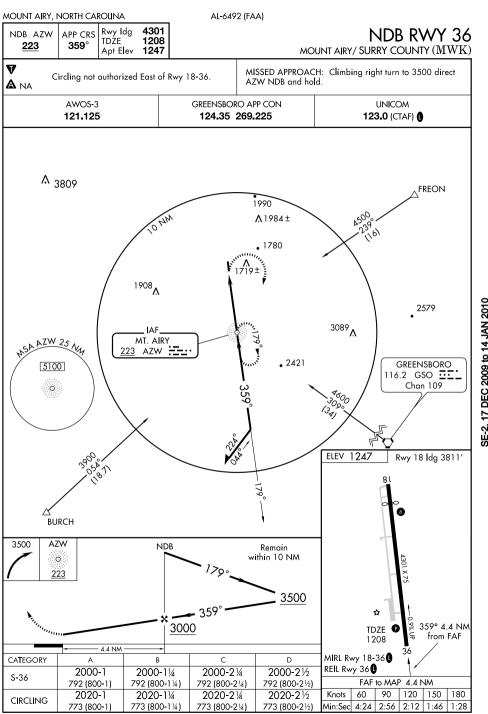


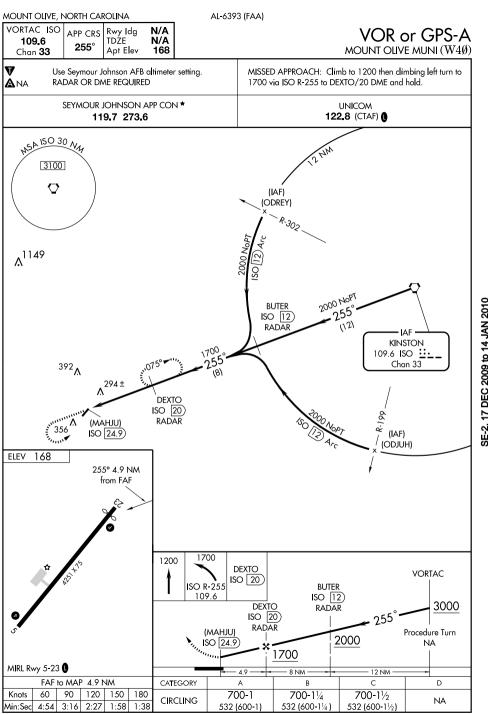


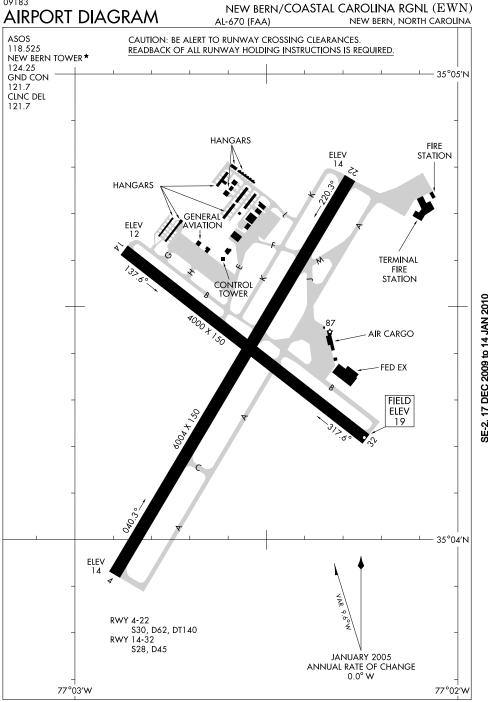


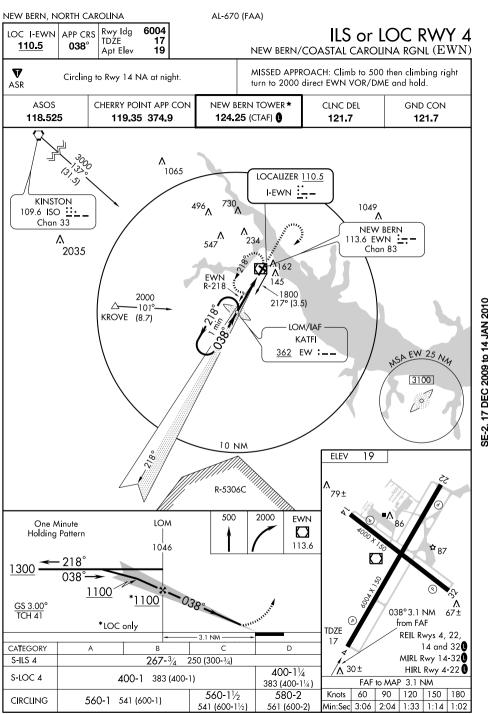


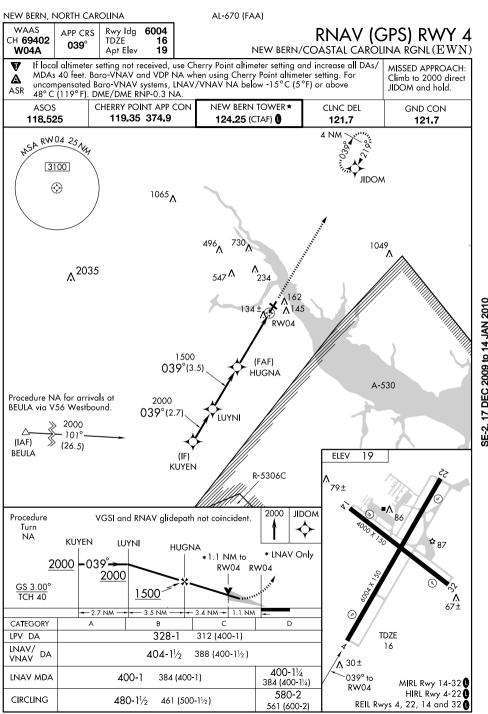


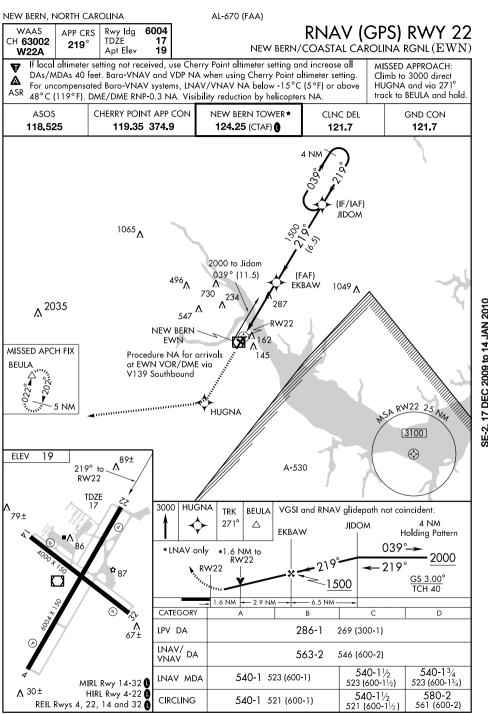


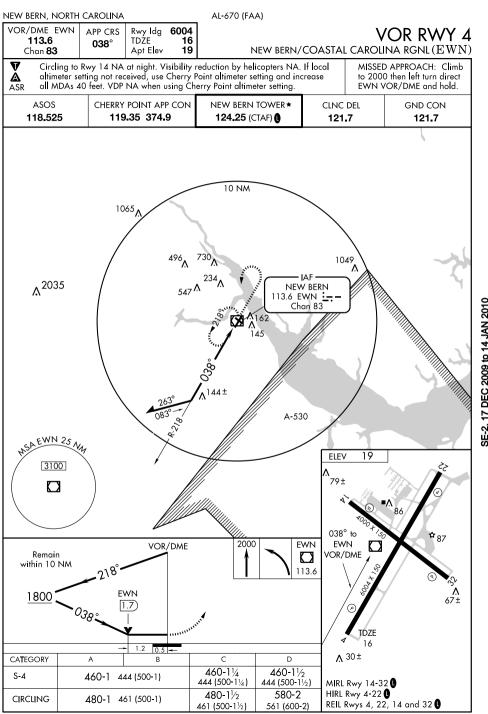


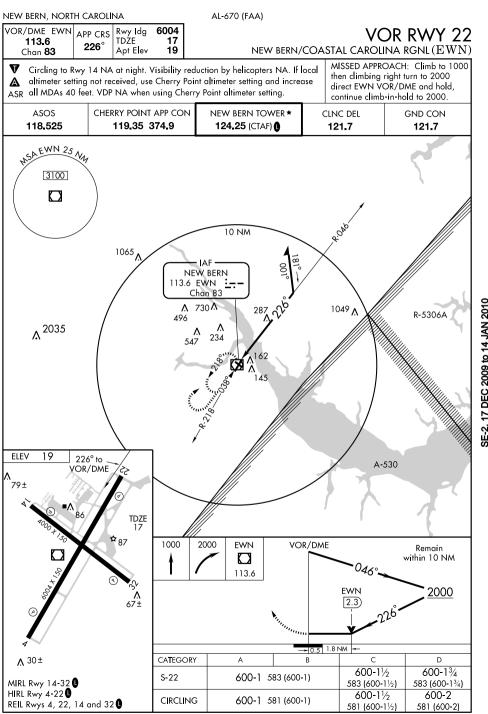


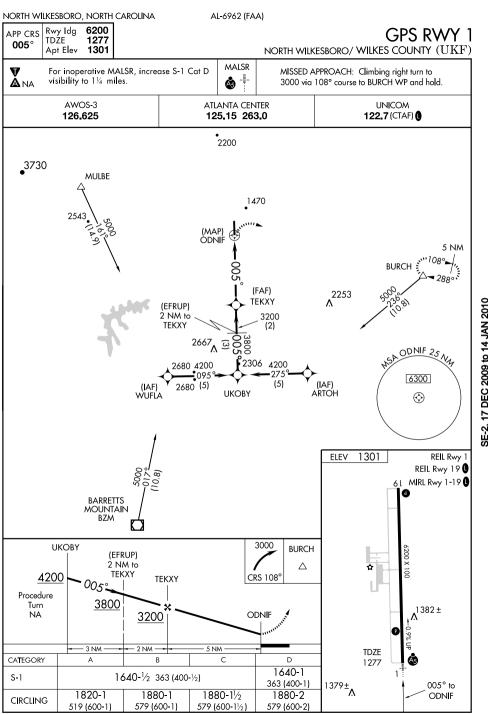


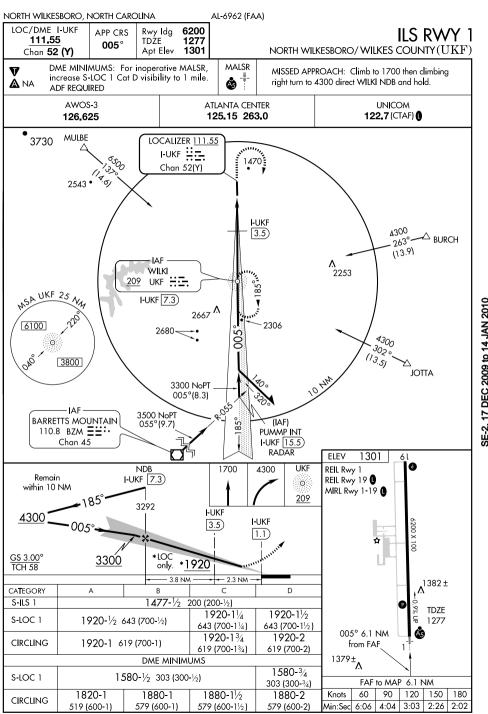


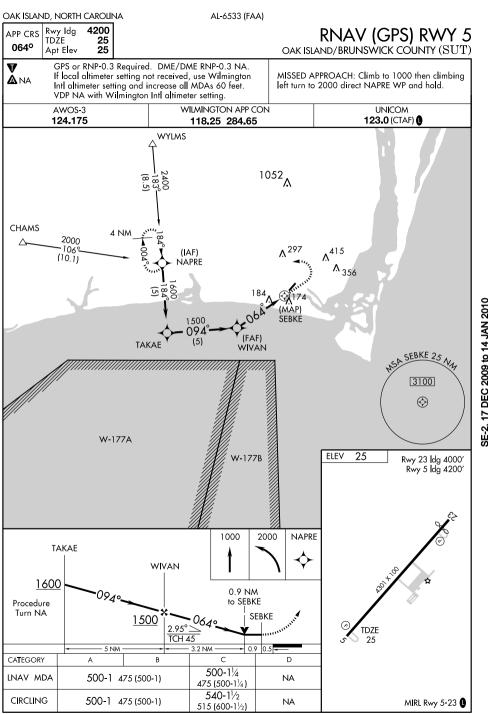






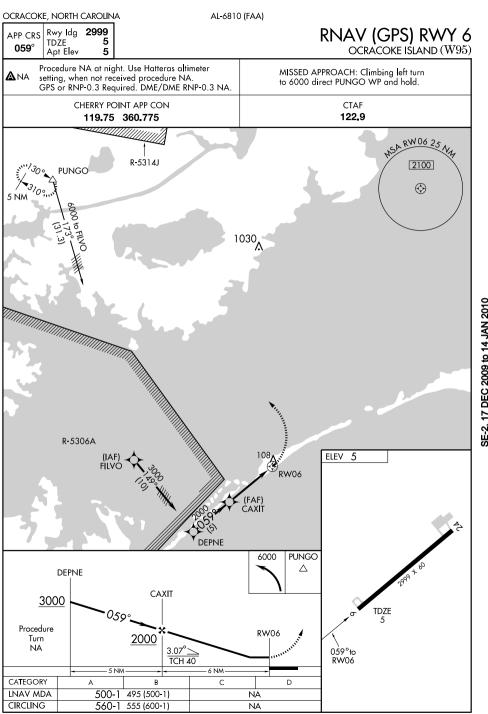


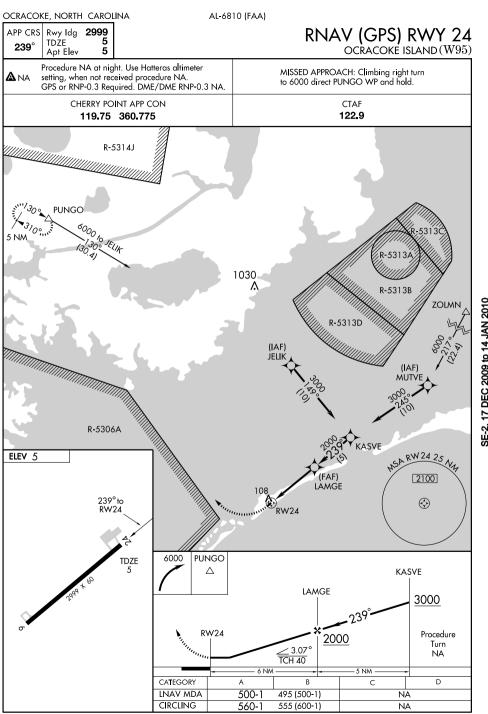




OAK ISLAND, NORTH CAROLINA AL-6533 (FAA) 4000 Rwy Idg RNAV (GPS) RWY 23 APP CRS TDŹE 23 229° 25 OAK ISLAND/BRUNSWICK COUNTY (SUT) Apt Elev GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. V If local altimeter setting not received, use Wilmington MISSED APPROACH: Climb to 1000 then climbing A NA altimeter setting and increase all MDAs 60 feet. right turn to 3000 direct UDNOZ WP and hold. VDP NA with Wilmington altimeter setting AWOS-3 WILMINGTON APP CON UNICOM 124,175 118.25 284.65 123.0 (CTAF) 0 BILLL ²⁰¹⁷Λ (IAF) UĎNÓZ OSUJO ۸¹⁰⁵² (FAF) JONUM/ 2 NM to RW23 297 A ۸₃₅₆ RW23 174 SARW 23 25 NA 25 **ELEV** 3100 229° to Rwy 23 ldg 4000' \Diamond RW23 Rwy 5 ldg 4200' W-177B 1000 3000 **UDNOZ** TDZE INIMY OSUJO 23 JONUM/ 2 NM to 1.3 NM RW23 229° 1700 1700 to RW23 Procedure RW23 Turn ≤ 3.00° 700 NA TCH 40 1.3 **-** 0.7 -3.1 NM -5 NM CATEGORY C D Α 480-11/4 LNAV MDA 480-1 457 (500-1) NA 457 (500-11/4) 540-11/2 CIRCLING 480-1 455 (500-1) NA MIRL Rwy 5-23 0 515 (600-11/2)

SE-2, 17 DEC 2009 to 14, IAN 2010





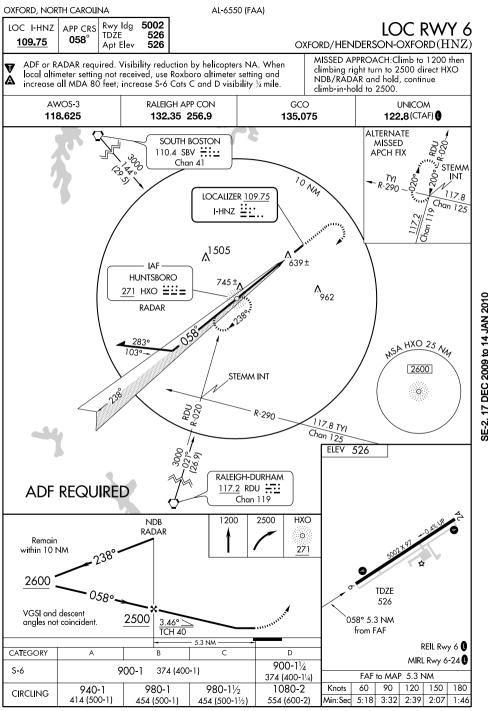
07298 ST-516 (FAA) BUZZY SIX ARRIVAL (BUZZY.BUZZY6) RALEIGH/DURHAM, NORTH CAROLINA RAIFIGH APP CON 128.3 307.9 HENDERSON-**RALEIGH-DURHAM ATIS** PERSON COUNTY • **OXFORD** 123.8 HORACE O RALEIGH-DURHAM INTL **BUZZY** N35°30.32′ - W79°23.14′ Turbojets: Expect clearance to cross RALEIGH-DURHAM at 11,000' at 250K IAS 117.2 RDU :-: (in a Northeast operation). Chan 119 SANFORD-LEE COUNTY N35°52.35' **RGNL** W78°47.00′ SANDHILLS 111.8 SDZ =:. Chan 55 N35°12.93′ - W79°35.28′ **TENNI** N34°46.90′ - W80°03.81′ Turbojets: Expect clearance to cross at FL210. **FLORENCE** 115.2 FLO :-Chan 99

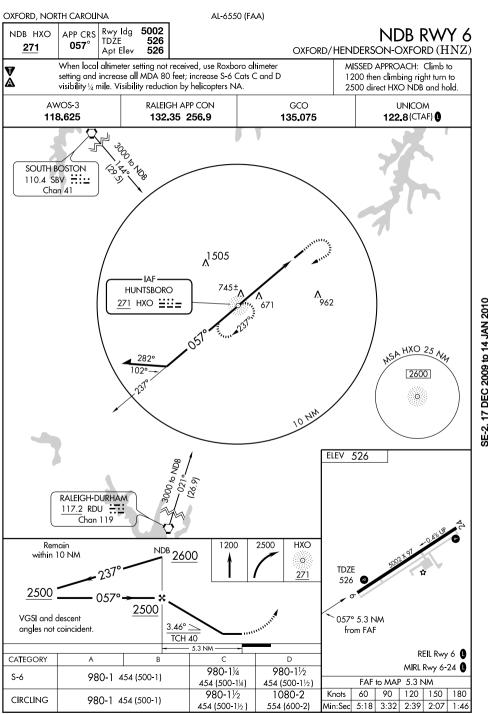
From over Columbia (CAE) via CAE R-043 and Sandhills (SDZ) R-225 to SDZ. Thence via SDZ R-033 to BUZZY INT. Thence via Raleigh-Durham (RDU) R-237 to RDU. Expect radar vectors to final approach course after BUZZY INT.

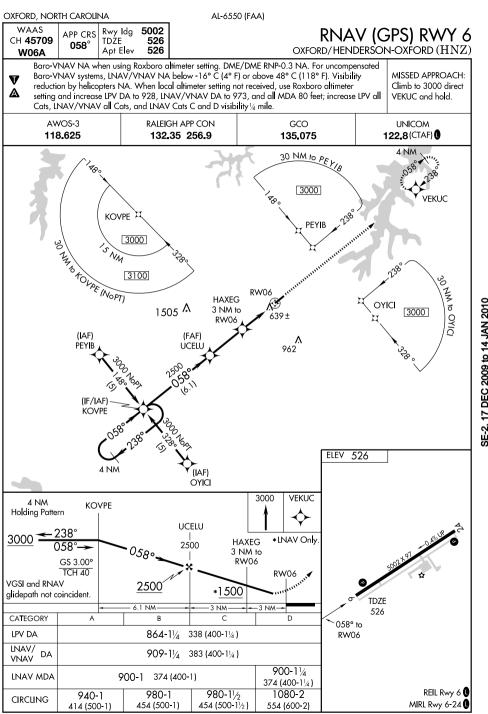
SE-2, 17 DEC 2009 to 14 .IAN 2010

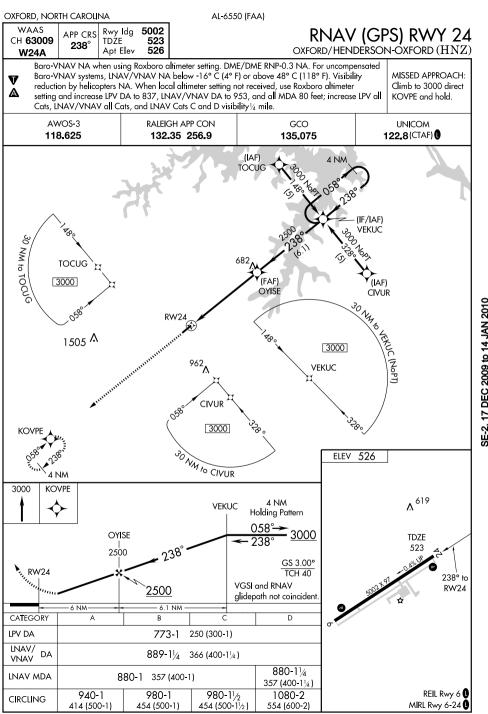
NOTE: DME required.

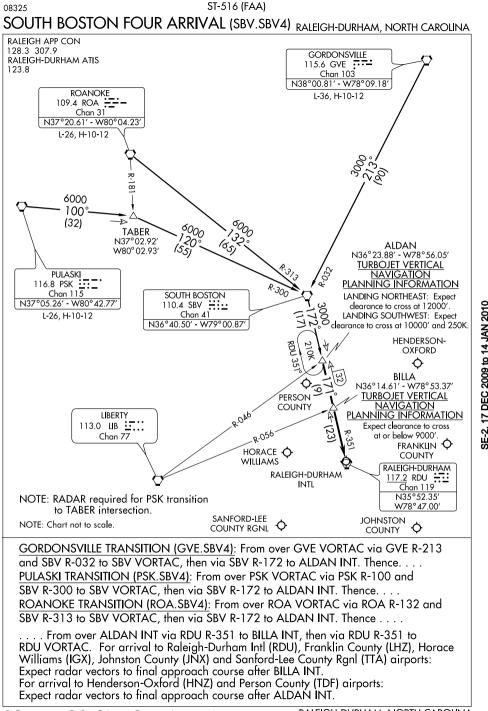
NOTE: Chart not to scale.

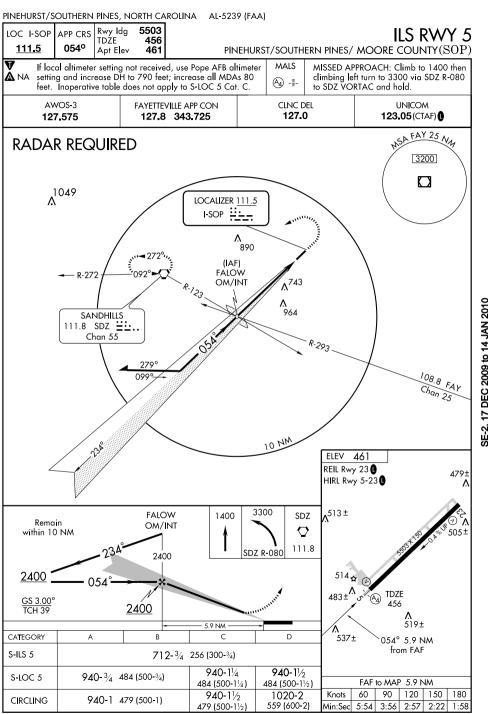




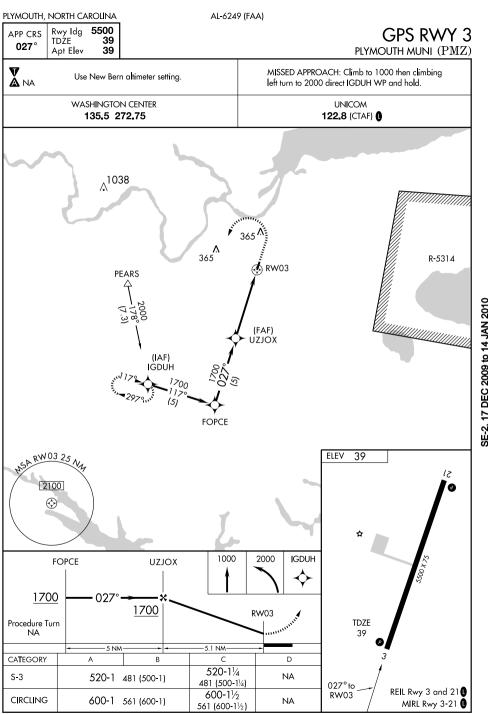


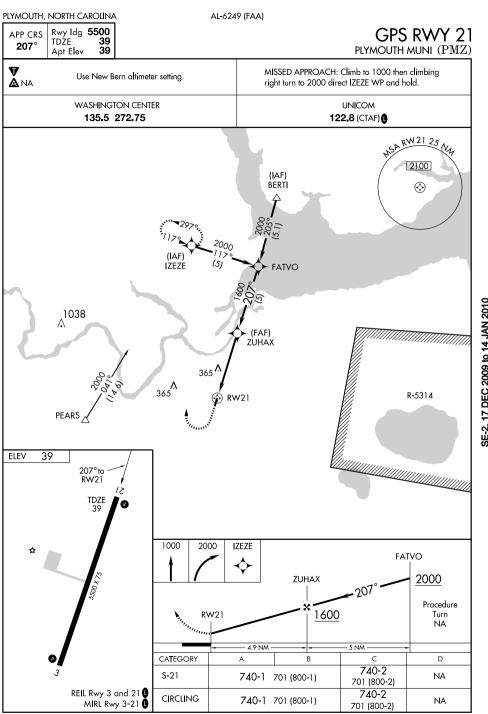


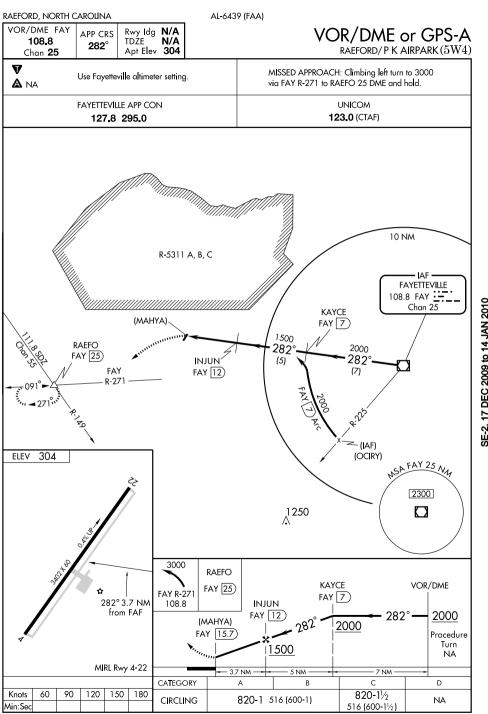


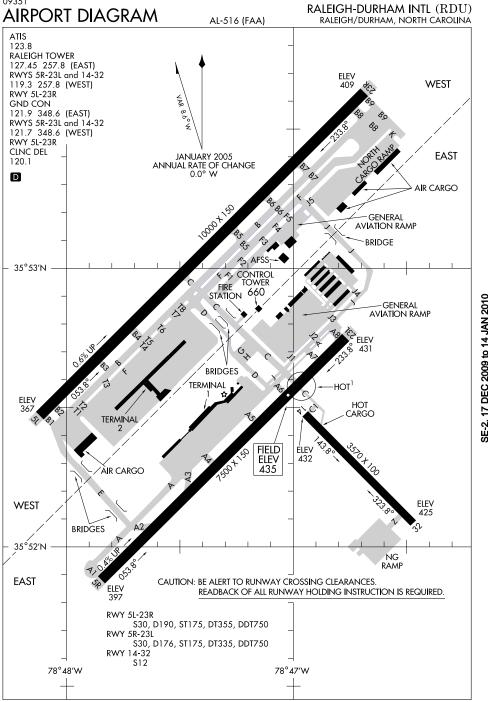


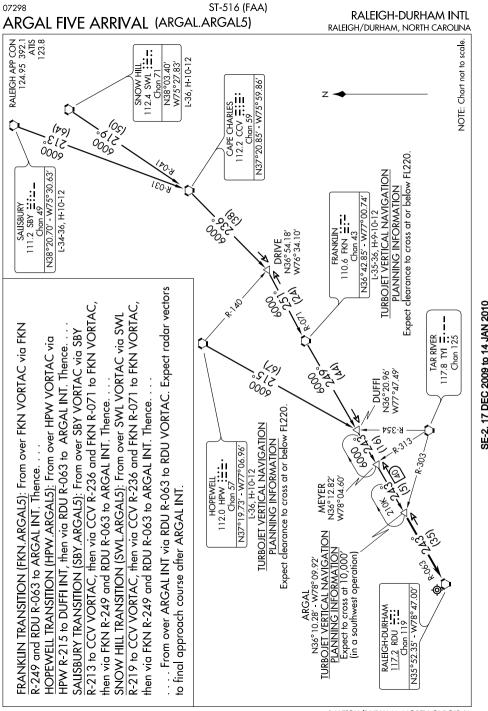
PINEHURST/SOUTHERN PINES, NORTH CAROLINA AL-5239 (FAA) 5503 Rwy Ida RNAV (GPS) RWY 23 APP CRS TDŹE 443 234° PINEHURST/SOUTHERN PINES/MOORE COUNTY (SOP) Apt Elev 461 GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. MISSED APPROACH: Climb to 1300 then climbing right A NA If local altimeter setting not received, use Pope AFB turn to 3300 direct SDZ VORTAC and hold. altimeter setting and increase all MDAs 80 feet. AWOS-3 FAYETTEVILLE APP CON CINC DEL UNICOM 127.575 127.8 343.725 127.0 123.05 (CTAF) 0 (IAF) MOATS 2149 4 NM (IAF) 2500 NoPT DENIL 2,00 (IAF) 282 ADDLY (19.4) SE-2, 17 DEC 2009 to 14, IAN 2010 MOKSE/ 1.4 NM to RW23 (FAF) BÜNEW 4 NM 890 SANDHILLS SDZ 743 15A RW 23 25 Ny 964 ELEV 461 3200 \Diamond 234° to RW23 TDZE **^**513 ± 1300 3300 443 SDZ 4 NM ADDLY Holding Pattern 505± **BUNEW** MOKSE/ 1.4 NM <u>∠ 3.00°</u> TCH 39 to RW23 **RW23** 2100 900 **∧** 519± 3.7 NM 5 NM -D CATEGORY Α В LNAV MDA 760-1 317 (300-1) 920-11/2 REIL Rwy 23 0 840-1 920-1 1020-2 CIRCLING 379 (400-1) 459 (500-1) 559 (600-2) HIRL Rwy 5-23 **(** 459 (500-11/2)

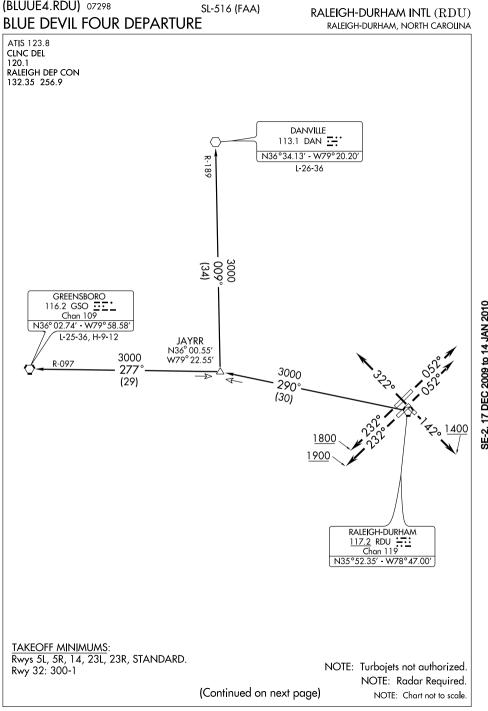


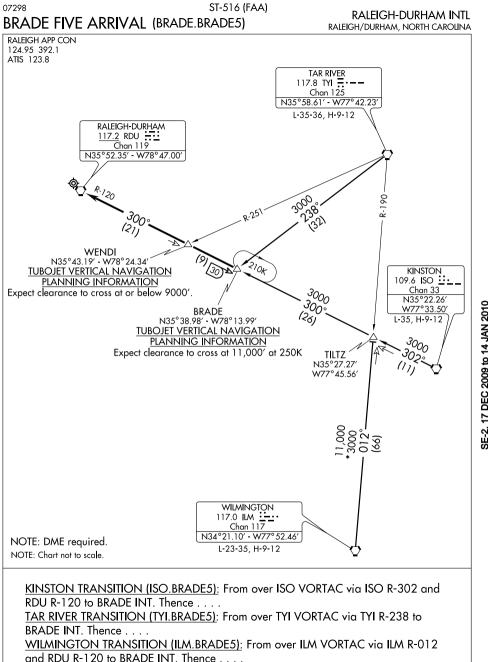












. . . . From over BRADE INT via RDU R-120 to RDU VORTAC. Expect radar vectors to final approach course after WENDI INT.

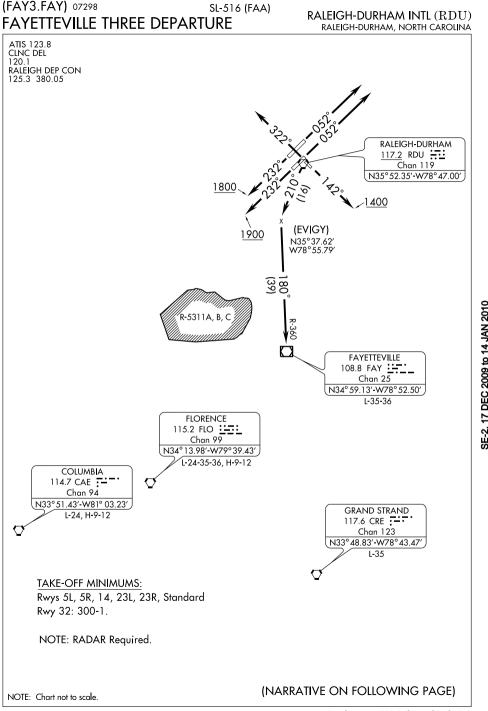
07298 ST-516 (FAA) BUZZY SIX ARRIVAL (BUZZY.BUZZY6) RALEIGH/DURHAM, NORTH CAROLINA RAIFIGH APP CON 128.3 307.9 HENDERSON-**RALEIGH-DURHAM ATIS** PERSON COUNTY • **OXFORD** 123.8 HORACE O RALEIGH-DURHAM INTL **BUZZY** N35°30.32′ - W79°23.14′ Turbojets: Expect clearance to cross RALEIGH-DURHAM at 11,000' at 250K IAS 117.2 RDU :-: (in a Northeast operation). Chan 119 SANFORD-LEE COUNTY N35°52.35' **RGNL** W78°47.00′ SANDHILLS 111.8 SDZ =:. Chan 55 N35°12.93′ - W79°35.28′ **TENNI** N34°46.90′ - W80°03.81′ Turbojets: Expect clearance to cross at FL210. **FLORENCE** 115.2 FLO :-Chan 99

From over Columbia (CAE) via CAE R-043 and Sandhills (SDZ) R-225 to SDZ. Thence via SDZ R-033 to BUZZY INT. Thence via Raleigh-Durham (RDU) R-237 to RDU. Expect radar vectors to final approach course after BUZZY INT.

SE-2, 17 DEC 2009 to 14 .IAN 2010

NOTE: DME required.

NOTE: Chart not to scale.



SL-516 (FAA) RALEIGH-DURHAM INTL (RDU) FAYETTEVILLE THREE DEPARTURE RALEIGH-DURHAM, NORTH CAROLINA

DEPARTURE ROUTE DESCRIPTION V

(FAY3.FAY) 07186

TAKE-OFF RWY 5L: Climb heading 052°, thence.... TAKE-OFF RWY 5R: Climb heading 052°, thence....

TAKE-OFF RWY 14: Climb heading 142° to 1400, thence...

TAKE-OFF RWY 23L: Climb heading 232° to 1900, thence... TAKE-OFF RWY 23R: Climb heading 232° to 1800, thence...

TAKE-OFF RWY 32: Climb heading 322°, thence....

....or as assigned for vectors to join RDU R-210 thence via RDU R-210 and FAY R-360 to FAY VOR/DME then via assigned route. Expect clearance to filed altitude/flight level ten minutes after departure.

NOTE: Rwy 5L, Tree 2,011 feet from DER, 949 feet right of centerline, 80

TAKE-OFF OBSTACLES

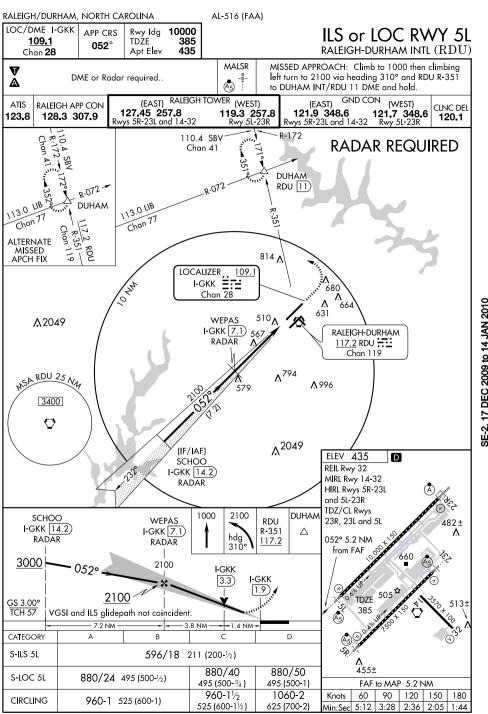
feet AGL/469 feet MSL. Tree 3,802 feet from DER, 1,238 feet left of centerline, 77 feet AGL/506 feet MSL. Tank 4,046 feet from DER, 1,578 feet right of centerline, 138 feet AGL/547 feet MSL. NOTE: Rwy 5R, Tree 1,437 feet from DER, 803 feet right of centerline.

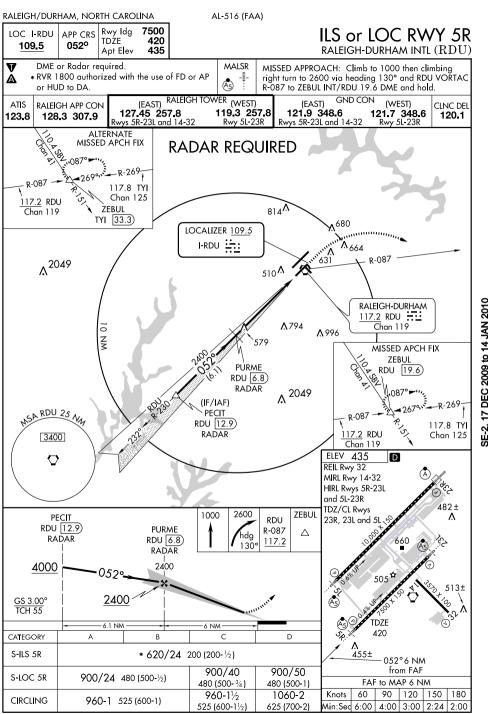
80 feet AGL/469 feet MSL. NOTE: Rwy 14, Multiple trees beginning 2,021 feet from DER, 510 feet left of centerline, up to 122 feet AGL/571 feet MSL. Multiple trees beginning 2,468 feet from DER, 1 foot right of centerline, up to

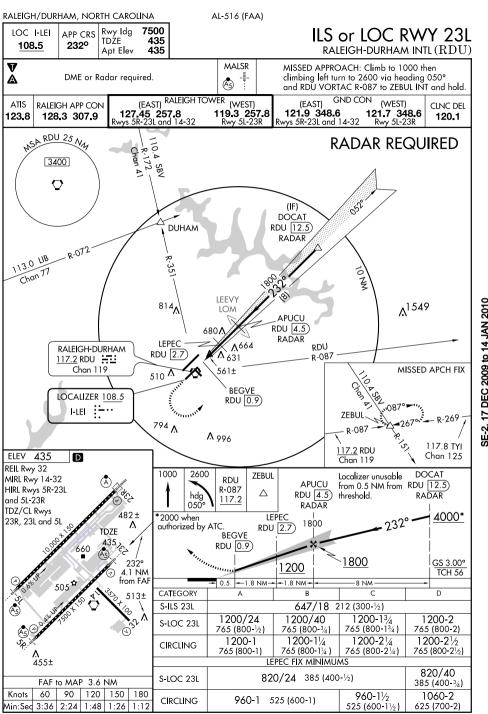
110 feet AGL/559 feet MSL. NOTE: Rwy 23L, Tree 1,496 feet from DER, 797 feet left of centerline, 58 feet AGL/447 feet MSL. Lt pole 1,458 feet from DER 878 feet

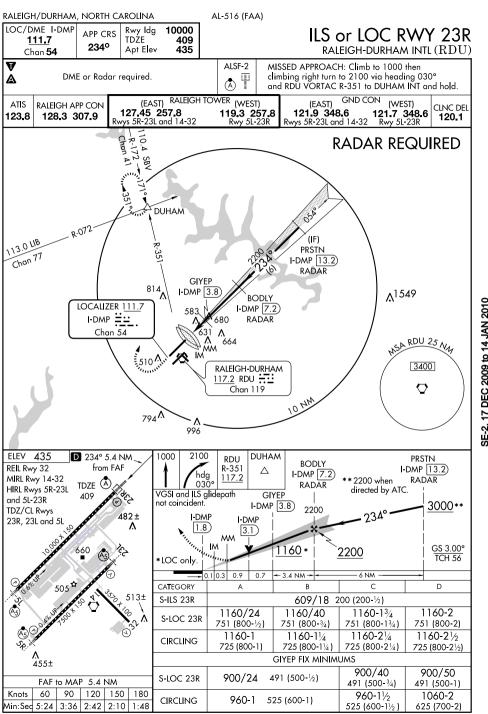
right of centerline, 93 feet AGL/452 feet MSL. NOTE: Rwy 32, Multiple poles 1,170 feet from DER, 634 feet left of

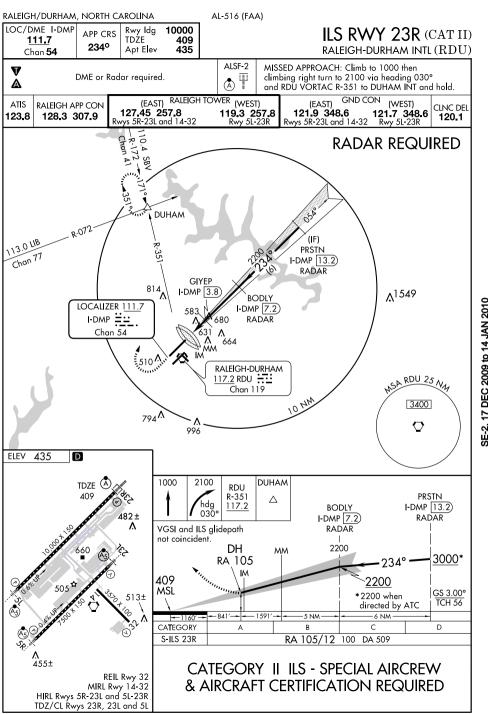
centerline, up to 47 feet AGL/486 feet MSL. Antenna 1,243 feet from DER, 754 feet right of centerline, 34 feet AGL/473 feet MSL. Control tower and antenna 2,207 feet from DER, 911 feet right of centerline, 221 feet AGL/660 feet MSL.

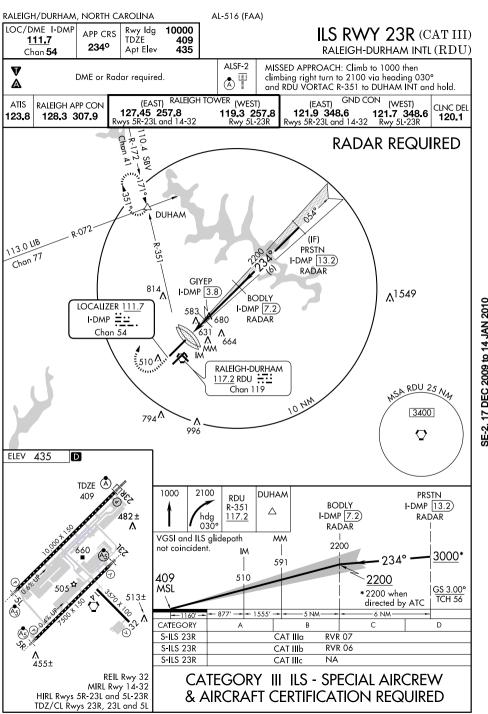


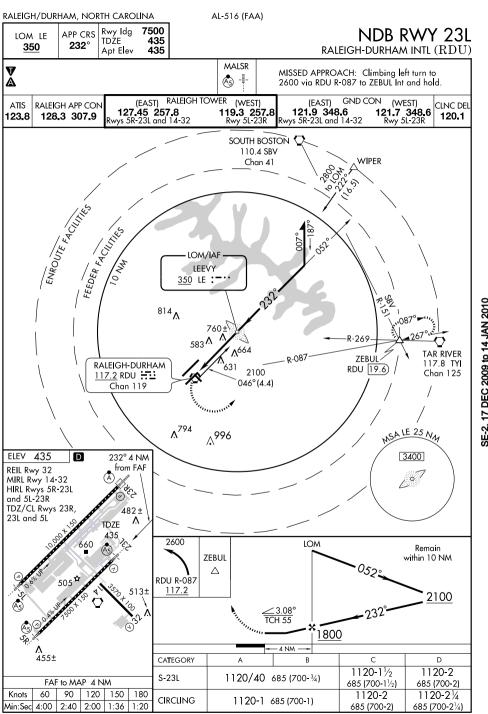


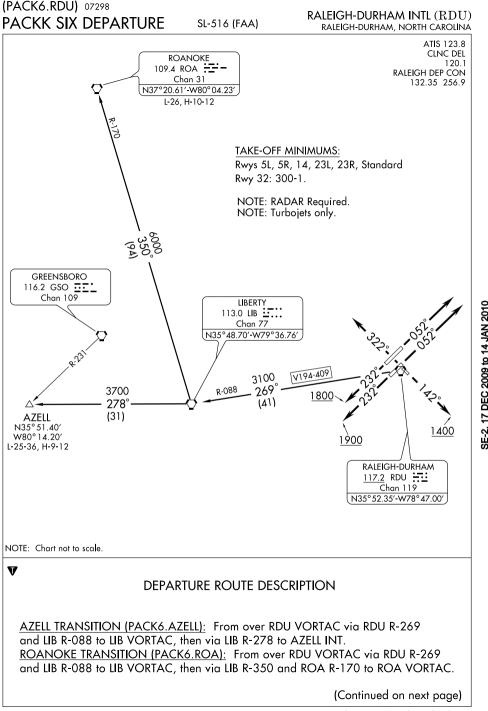












PACKK SIX DEPARTURE

SL-516 (FAA)

RALEIGH-DURHAM INTL (RDU)
RALEIGH-DURHAM, NORTH CAROLINA

DEPARTURE ROUTE DESCRIPTION

DEPARTURE ROUTE DESCRIPTIO

TAKE-OFF RWY 5L: Climb heading 052°, thence.... TAKE-OFF RWY 5R: Climb heading 052°, thence....

TAKE-OFF RWY 14: Climb heading 142° to 1400, thence...

TAKE-OFF RWY 23L: Climb heading 232° to 1900, thence... TAKE-OFF RWY 23R: Climb heading 232° to 1800, thence... TAKE-OFF RWY 32: Climb heading 322°, thence....

.... or as assigned for vectors to join filed route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

NOTE: Rwy 5L, Tree 2,011 feet from DER, 949 feet right of centerline, 80 feet AGL/469 feet MSL. Tree 3,802 feet from DER, 1,238 feet left

TAKE-OFF OBSTACLES

(PACK6.RDU) 07242

DER, 1,578 feet right of centerline, 138 feet AGL/547 feet MSL.

NOTE: Rwy 5R, Tree 1,437 feet from DER, 803 feet right of centerline,
80 feet AGL/469 feet MSL.

NOTE: Rwy 14, Multiple trees beginning 2,021 feet from DER, 510 feet
left of centerline, up to 122 feet AGL/571 feet MSL. Multiple trees

of centerline, 77 feet AGL/506 feet MSL. Tank 4,046 feet from

beginning 2,468 feet from DER, 1 foot right of centerline, up to 110 feet AGL/559 feet MSL.

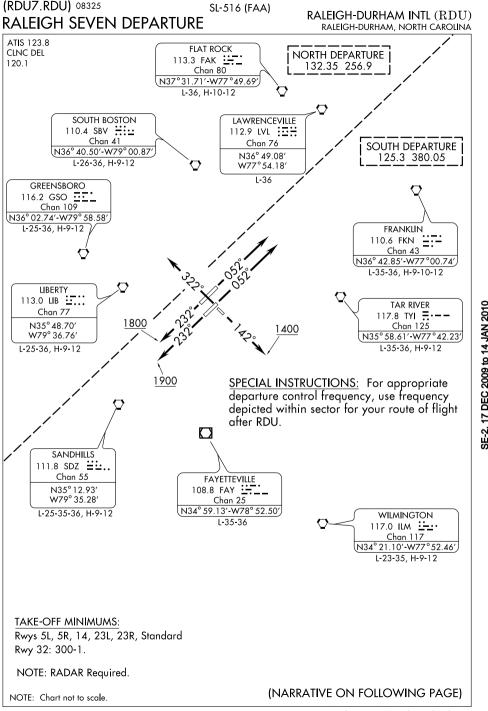
NOTE: Rwy 23L, Tree 1,496 feet from DER, 797 feet left of centerline, 58 feet AGL/447 feet MSL. Lt pole 1,458 feet from DER, 878 feet right of centerline, 93 feet AGL/453 feet MSL.

right of centerline, 93 feet AGL/452 feet MSL.

NOTE: Rwy 32, Multiple poles 1,170 feet from DER, 634 feet left of centerline, up to 47 feet AGL/486 feet MSL. Antenna 1,243 feet from DER, 754 feet right of centerline, 34 feet AGL/473

centerline, up to 47 feet AGL/486 feet MSL. Antenna 1,243 feet from DER, 754 feet right of centerline, 34 feet AGL/473 feet MSL. Control tower and antenna 2,207 feet from DER, 911 feet right of centerline, 221 feet AGL/660 feet MSL.

SE-2. 17 DEC 2009 to 14 JAN 2010



RALEIGH SEVEN DEPARTURE

DEPARTURE ROUTE DESCRIPTION

SL-516 (FAA)

TAKE-OFF RWY 5L: Climb heading 052°, thence....

TAKE-OFF RWY 5R: Climb heading 052°, thence....

TAKE-OFF RWY 14: Climb heading 142° to 1400, thence...

TAKE-OFF RWY 23L: Climb heading 232° to 1900, thence... TAKE-OFF RWY 23R: Climb heading 232° to 1800, thence...

TAKE-OFF RWY 32: Climb heading 322°, thence....

.... or as assigned for vectors to join filed route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

NOTE: Rwy 5L, Tree 2,011 feet from DER, 949 feet right of centerline, 80 feet AGL/469 feet MSL. Tree 3,802 feet from DER, 1,238 feet left

TAKE-OFF OBSTACLES

(RDU7.RDU) 07186

V

DER, 1,578 feet right of centerline, 138 feet AGL/547 feet MSL. NOTE: Rwy 5R, Tree 1,437 feet from DER, 803 feet right of centerline, 80 feet AGL/469 feet MSL. NOTE: Rwy 14, Multiple trees beginning 2,021 feet from DER, 510 feet

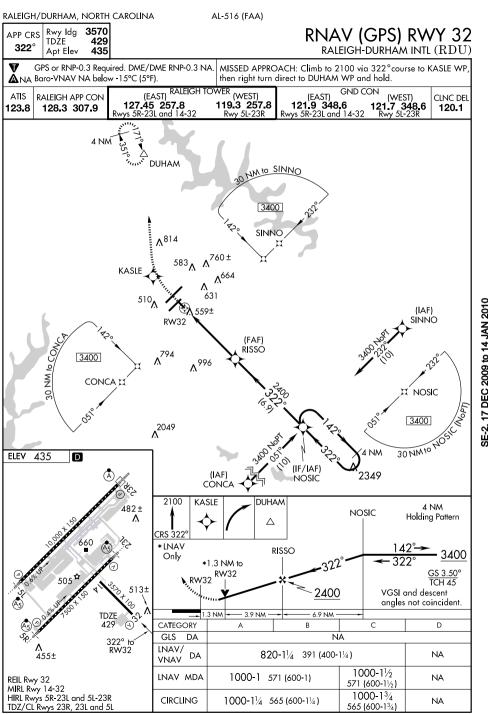
of centerline, 77 feet AGL/506 feet MSL. Tank 4,046 feet from

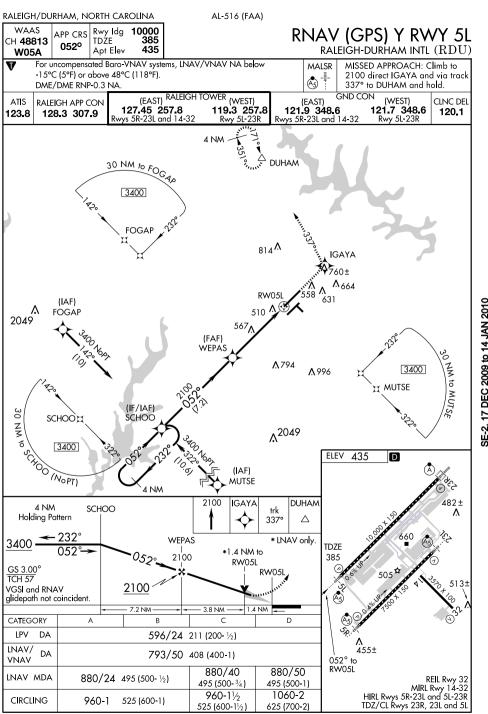
left of centerline, up to 122 feet AGL/571 feet MSL. Multiple trees beginning 2,468 feet from DER, 1 foot right of centerline, up to 110 feet AGL/559 feet MSL. NOTE: Rwy 23L, Tree 1,496 feet from DER, 797 feet left of centerline,

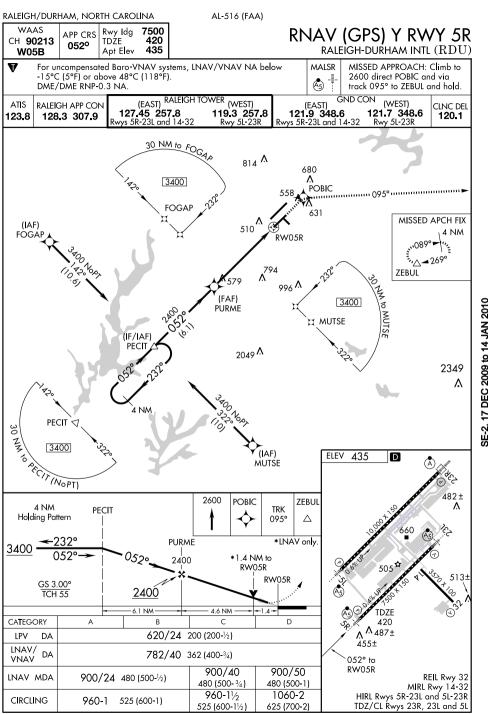
58 feet AGL/447 feet MSL. Lt pole 1,458 feet from DER 878 feet right of centerline, 93 feet AGL/452 feet MSL. NOTE: Rwy 32, Multiple poles 1,170 feet from DER, 634 feet left of

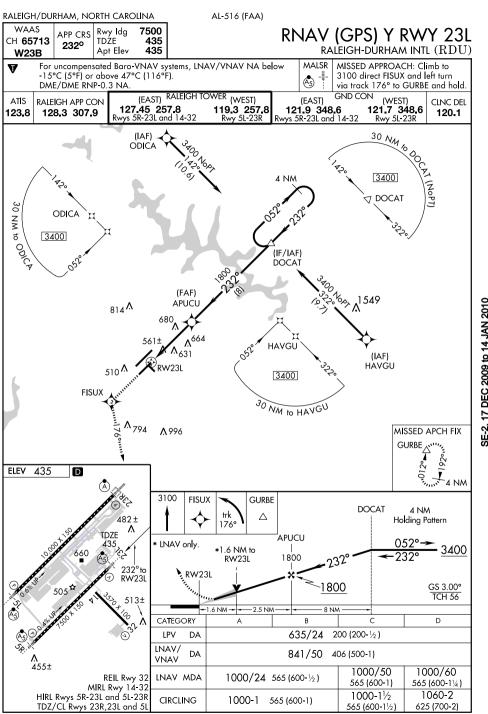
centerline, up to 47 feet AGL/486 feet MSL. Antenna 1,243 feet from DER, 754 feet right of centerline, 34 feet AGL/473 feet MSL. Control tower and antenna 2,207 feet from DER, 911 feet right of centerline, 221 feet AGL/660 feet MSL.

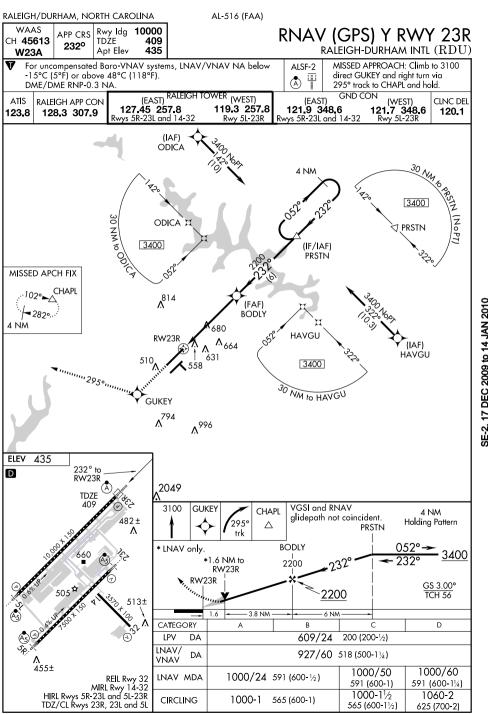
SE-2, 17 DEC 2009 to 14, IAN 2010

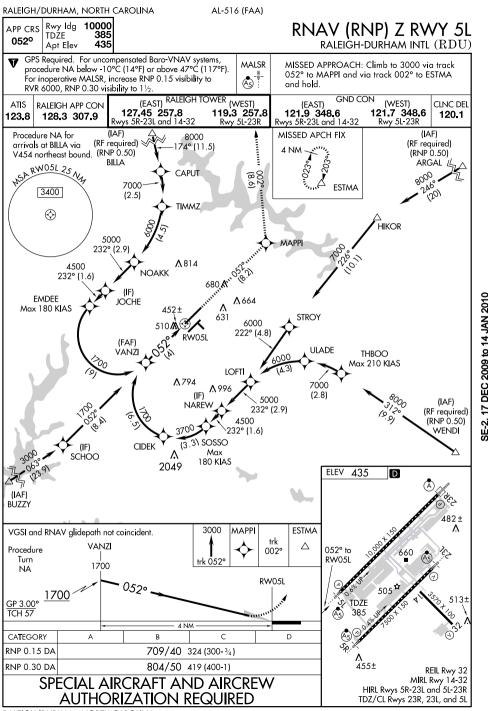


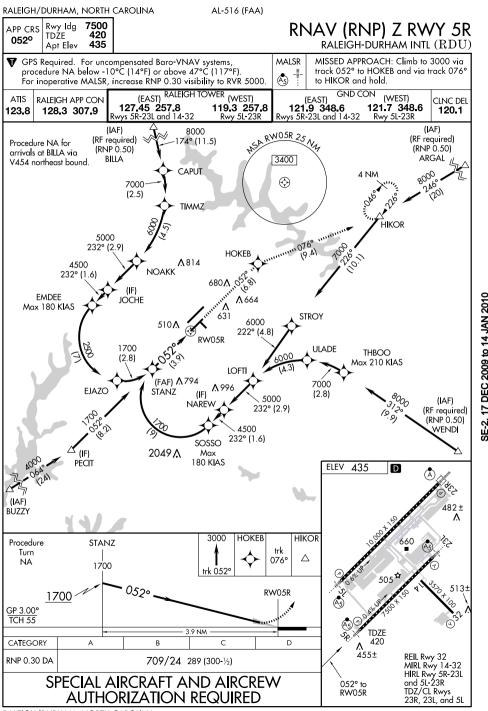


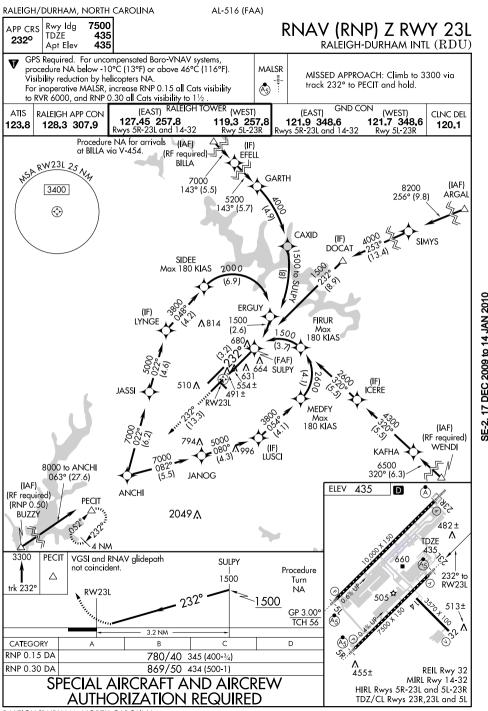


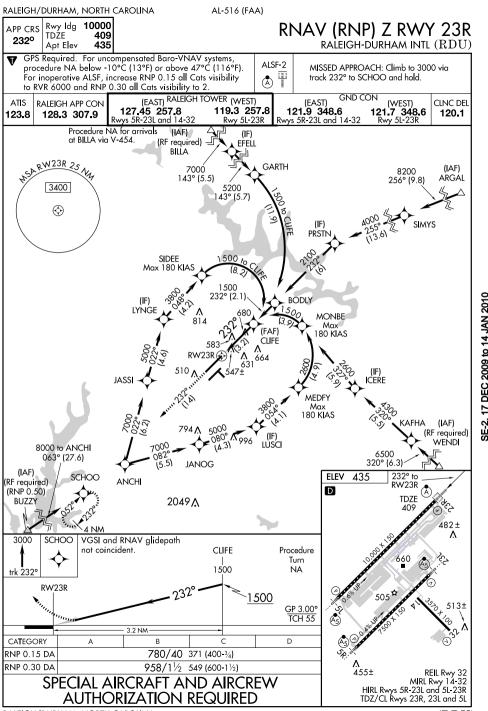


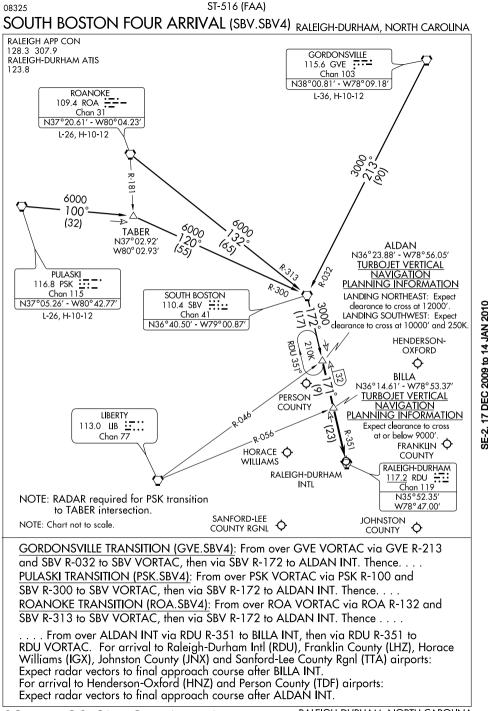












(TARL7.RDU) 07298 RALEIGH-DURHAM INTL (RDU) TAR HEEL SEVEN DEPARTURE SL-516 (FAA) RALEIGH-DURHAM, NORTH CAROLINA ATIS 123.8 CLNC DEL 120.1 RALEIGH DEP CON 125.3 380.05 RALEIGH-DURHAM 117.2 RDU ::: __ Chan 119 N35°52.35′-W78°47.00′ 1800 1400 NOTE: CAROLINA BEACH TRANSITION: ADF REQUIRED. **ROZBO FAYETTEVILLE** N34°57.40′ W78°37.62′ 108.8 FAY :--- R-102 Chan 25 CAROLINA **BEACH** 216 CLB --: N34° 06.38′ SPECIAL INSTRUCTIONS/CHS TRANSITION: W77°57.68' If not receiving CHS at ROZBO, fly heading 215° L-23-35, H-9 until receiving CHS suitable for navigation. CHARLESTON 113.5 CHS Chan 82 N32°53.66′ W80°02.27' TAKE-OFF MINIMUMS: L-23-24, H-9-12 Rwys 5L, 5R, 14, 23L, 23R, Standard ATC climb of 350 feet per NM to 18,000 MSL. Rwy 32: 300-1. ATC climb of 350 feet per NM to 18,000 MSL. NOTE: RADAR Required. (Continued on next page) NOTE: Chart not to scale.

SE-2, 17 DEC 2009 to 14, IAN 2010

RALEIGH-DURHAM INTL (RDU) TAR HEEL SEVEN DEPARTURE SL-516 (FAA) RALEIGH-DURHAM, NORTH CAROLINA V DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5L: Climb heading 052°, thence.... TAKE-OFF RWY 5R: Climb heading 052°, thence....

TAKE-OFF RWY 14: Climb heading 142° to 1400, thence... TAKE-OFF RWY 23L: Climb heading 232° to 1900, thence... TAKE-OFF RWY 23R: Climb heading 232° to 1800, thence...

TAKE-OFF RWY 32: Climb heading 322°, thence....

.... or as assigned for vectors to join filed route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

CAROLINA BEACH TRANSITION (TARL7.CLB): From over RDU VORTAC via

RDU R-176 and CLB 151° bearing to CLB NDB. CHARLESTON TRANSITION (TARLY.CHS): From over RDU VORTAC via RDU R-176 and CHS R-034 to CHS VORTAC.

NOTE: Rwy 5L, Tree 2,011 feet from DER, 949 feet right of centerline, 80 feet AGL/469 feet MSL. Tree 3,802 feet from DER, 1,238 feet left

TAKE-OFF OBSTACLES

(TARL7.RDU) 07242

of centerline, 77 feet AGL/506 feet MSL. Tank 4,046 feet from DER, 1,578 feet right of centerline, 138 feet AGL/547 feet MSL. NOTE: Rwy 5R, Tree 1,437 feet from DER, 803 feet right of centerline.

80 feet AGL/469 feet MSL.

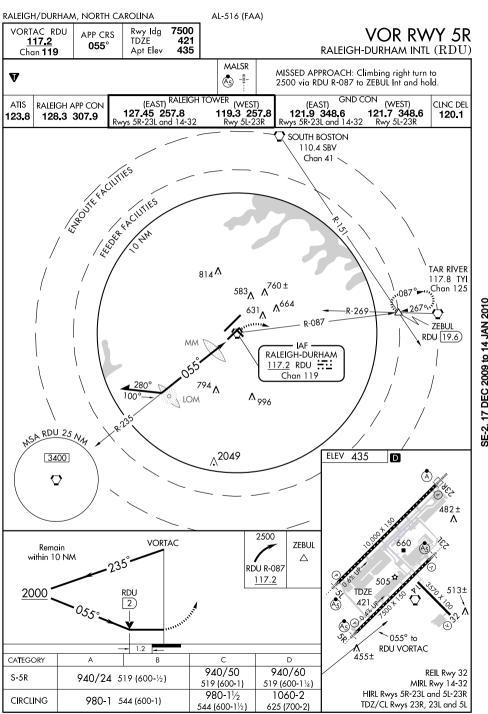
left of centerline, up to 122 feet AGL/571 feet MSL. Multiple trees beginning 2,468 feet from DER, 1 foot right of centerline, up to 110 feet AGL/559 feet MSL.

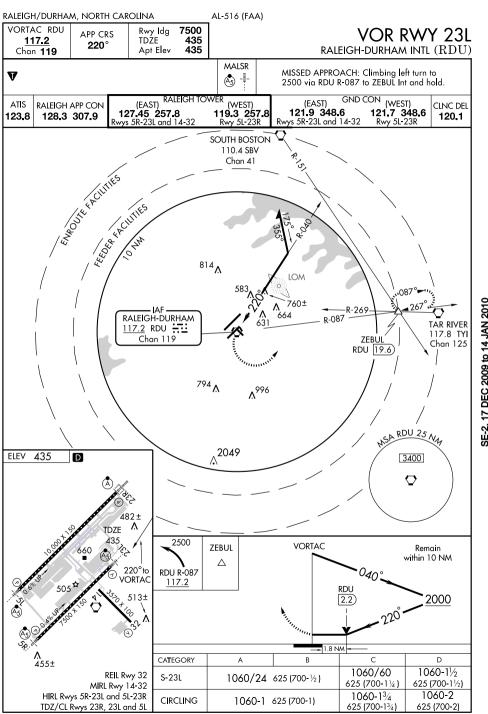
NOTE: Rwy 14, Multiple trees beginning 2,021 feet from DER, 510 feet

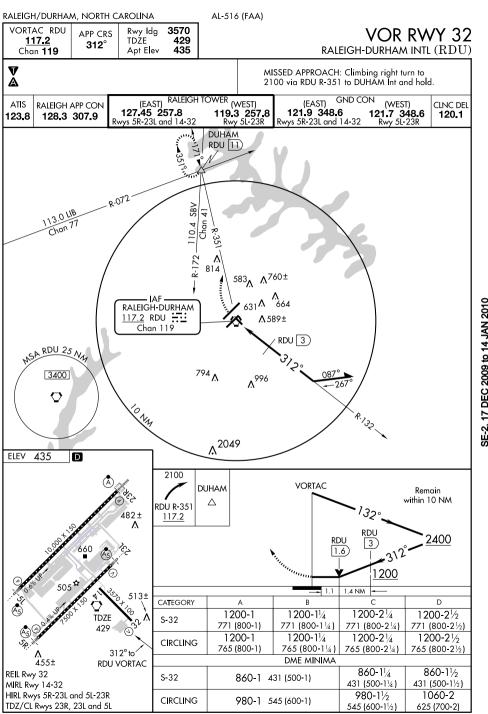
NOTE: Rwy 23L, Tree 1,496 feet from DER, 797 feet left of centerline, 58 feet AGL/447 feet MSL. Lt pole 1,458 feet from DER, 878 feet right of centerline, 93 feet AGL/452 feet MSL.

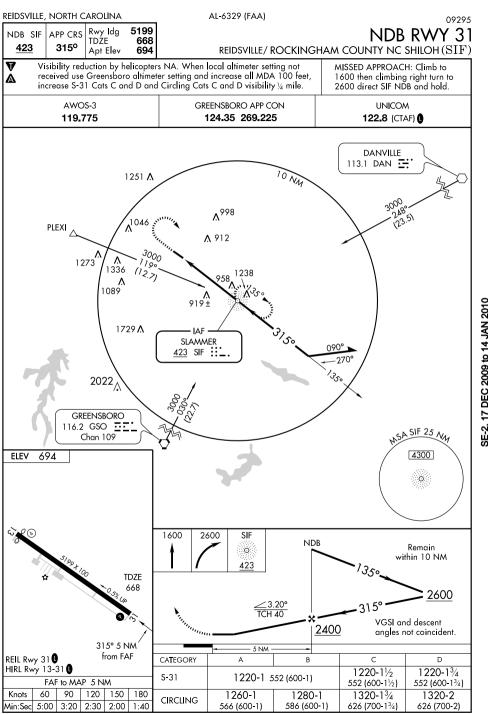
NOTE: Rwy 32, Multiple poles 1,170 feet from DER, 634 feet left of centerline, up to 47 feet AGL/486 feet MSL. Antenna 1,243 feet from DER, 754 feet right of centerline, 34 feet AGL/473 feet MSL. Control tower and antenna 2,207 feet from DER, 911 feet right of centerline, 221 feet AGL/660 feet MSL.

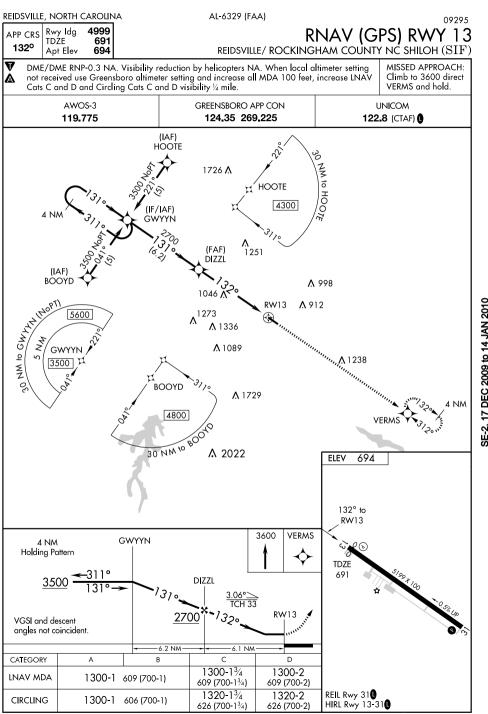
SE-2, 17 DEC 2009 to 14, IAN 2010

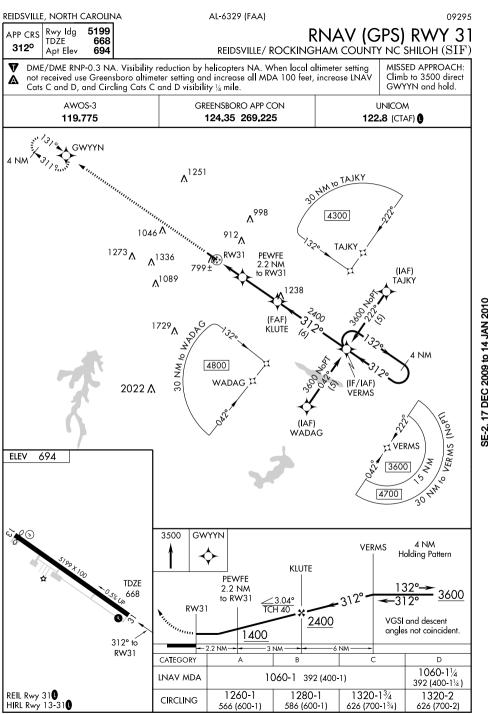


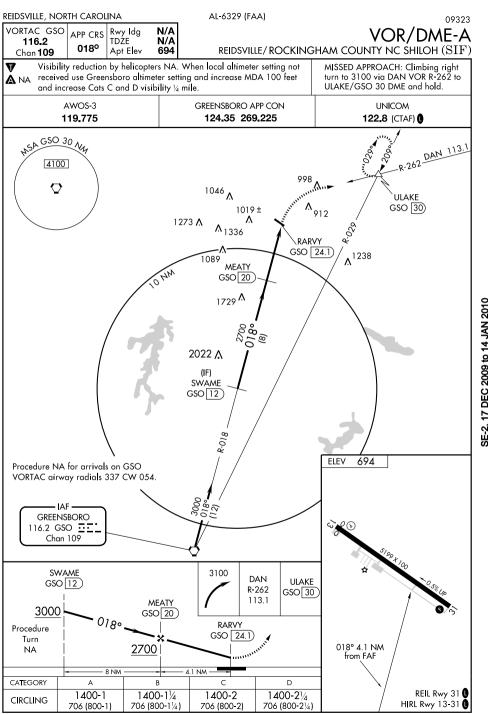


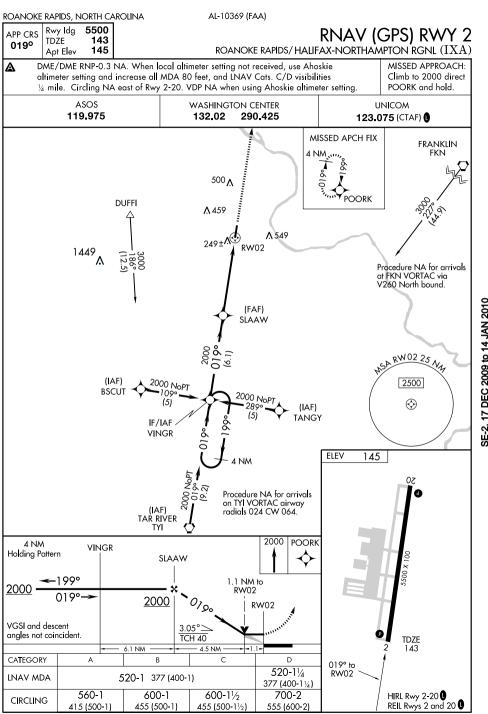


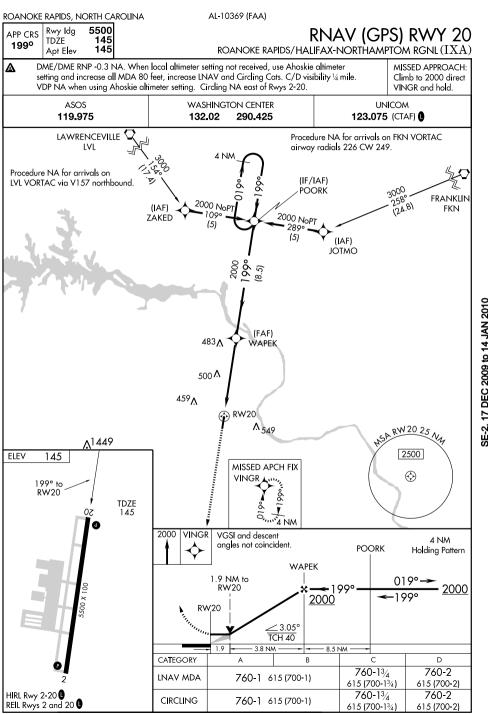


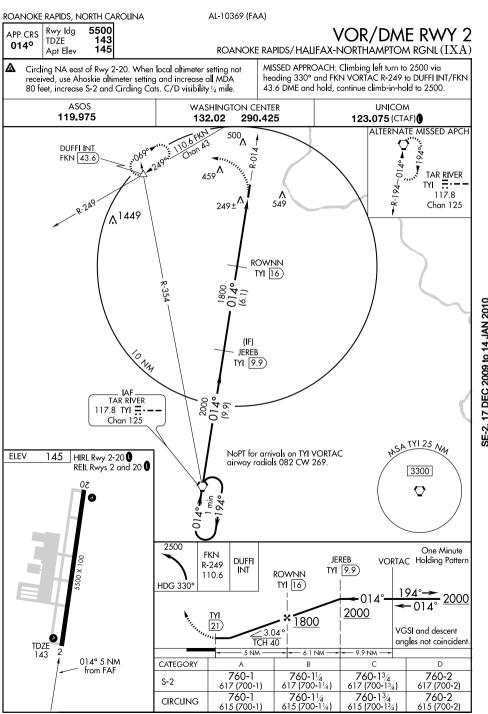


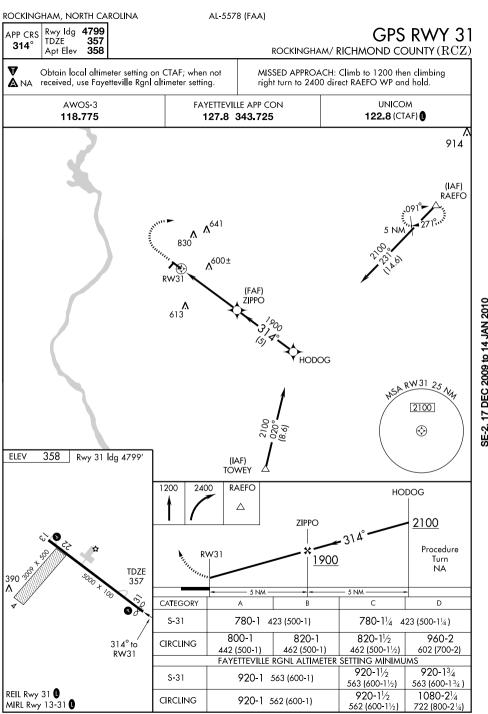


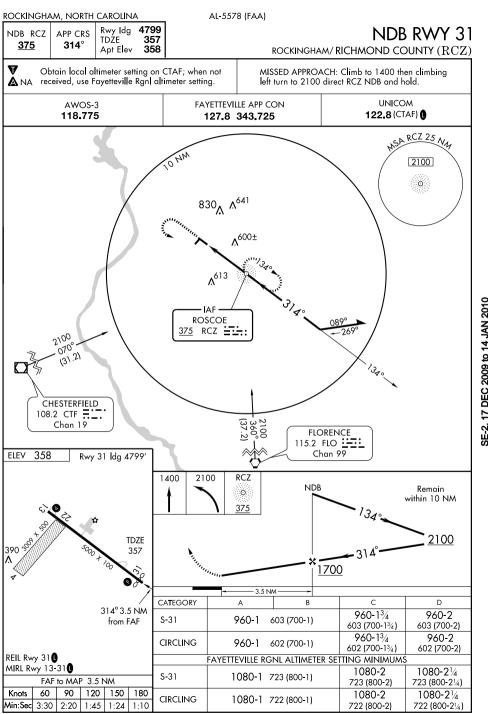


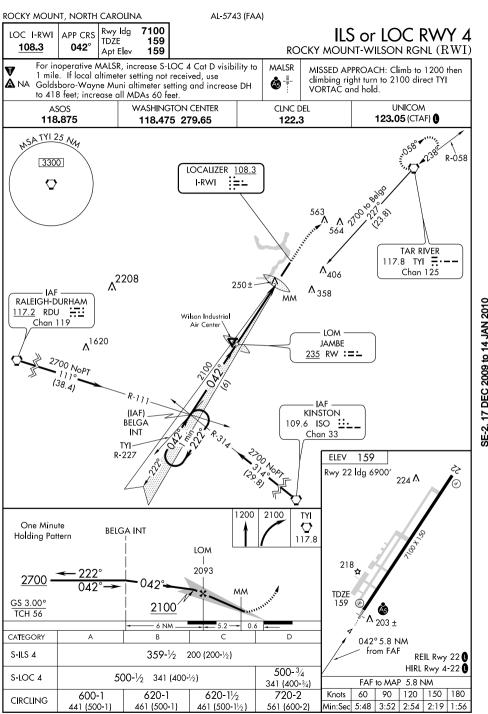


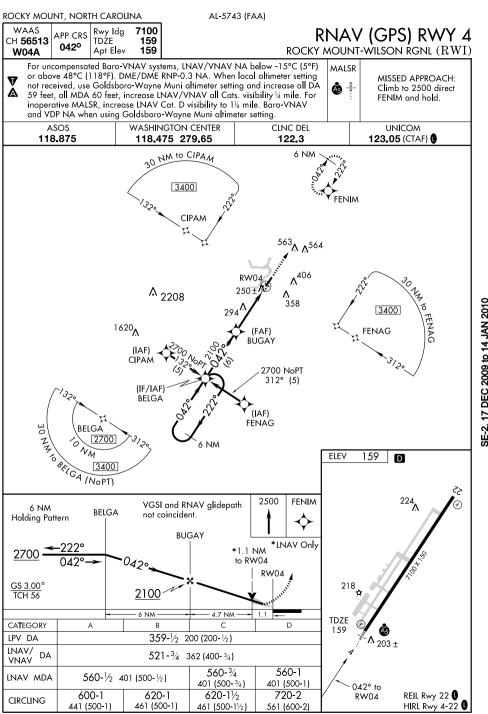


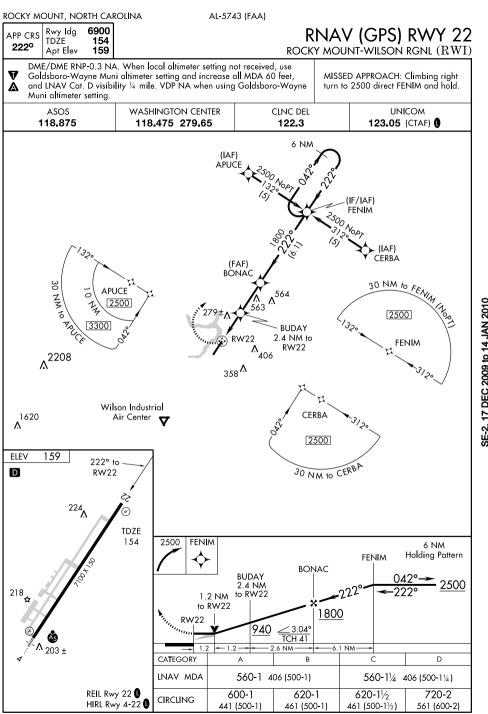


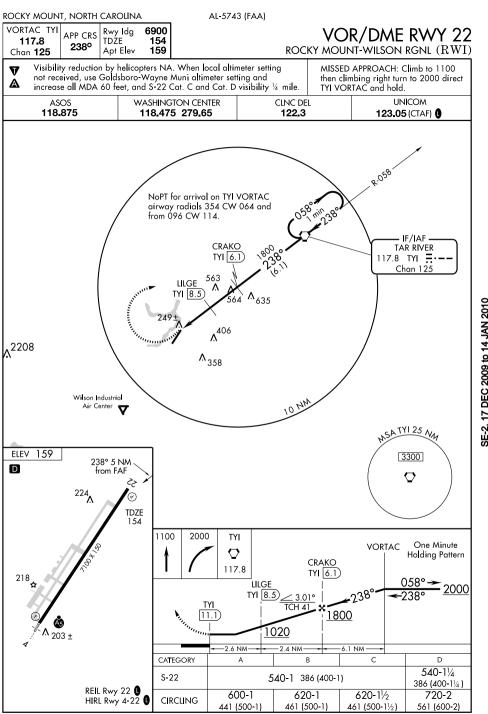


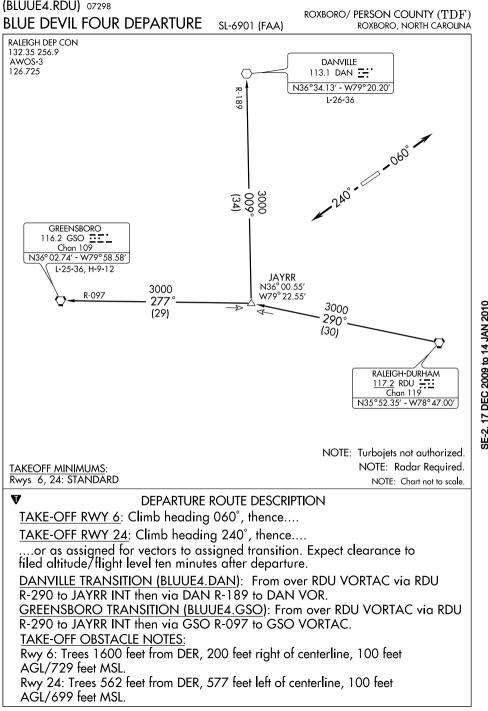












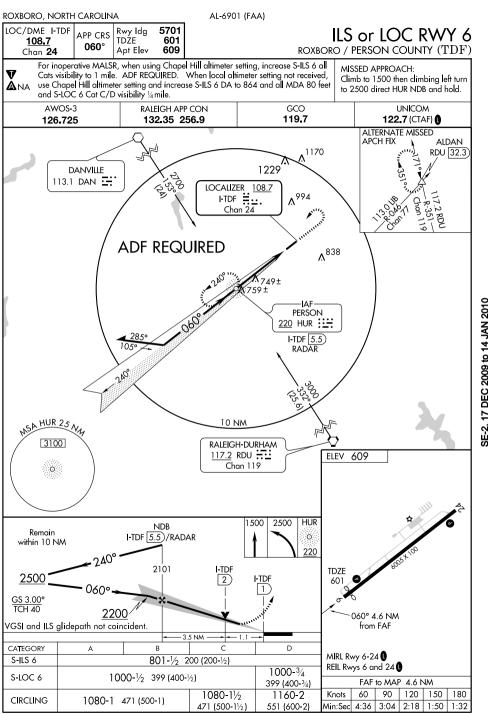
07298 ST-516 (FAA) BUZZY SIX ARRIVAL (BUZZY.BUZZY6) RALEIGH/DURHAM, NORTH CAROLINA RAIFIGH APP CON 128.3 307.9 HENDERSON-**RALEIGH-DURHAM ATIS** PERSON COUNTY • **OXFORD** 123.8 HORACE O RALEIGH-DURHAM INTL **BUZZY** N35°30.32′ - W79°23.14′ Turbojets: Expect clearance to cross RALEIGH-DURHAM at 11,000' at 250K IAS 117.2 RDU :-: (in a Northeast operation). Chan 119 SANFORD-LEE COUNTY N35°52.35' **RGNL** W78°47.00′ SANDHILLS 111.8 SDZ =:. Chan 55 N35°12.93′ - W79°35.28′ **TENNI** N34°46.90′ - W80°03.81′ Turbojets: Expect clearance to cross at FL210. **FLORENCE** 115.2 FLO :-Chan 99

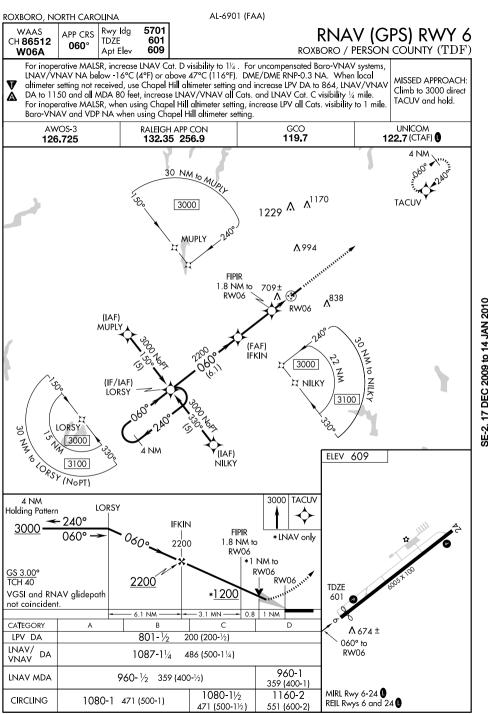
From over Columbia (CAE) via CAE R-043 and Sandhills (SDZ) R-225 to SDZ. Thence via SDZ R-033 to BUZZY INT. Thence via Raleigh-Durham (RDU) R-237 to RDU. Expect radar vectors to final approach course after BUZZY INT.

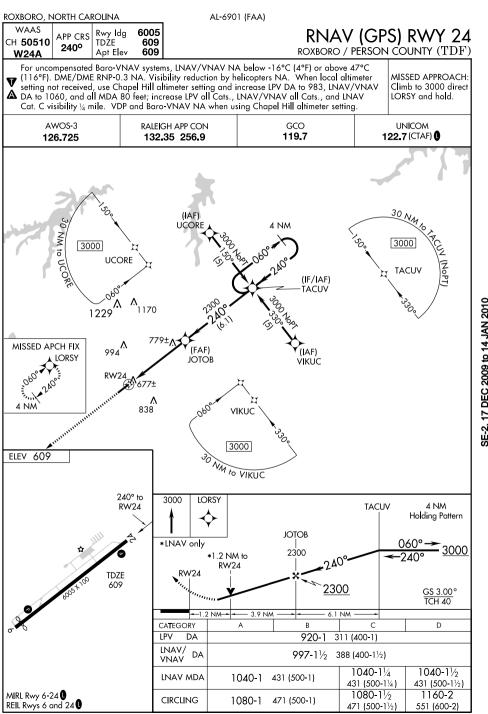
SE-2, 17 DEC 2009 to 14 .IAN 2010

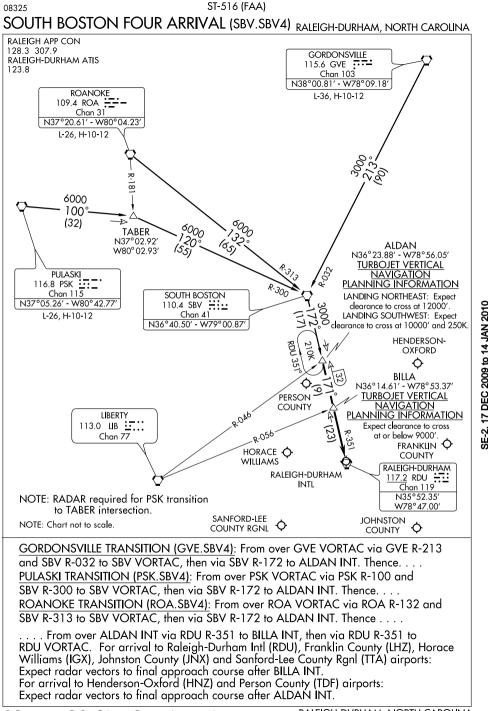
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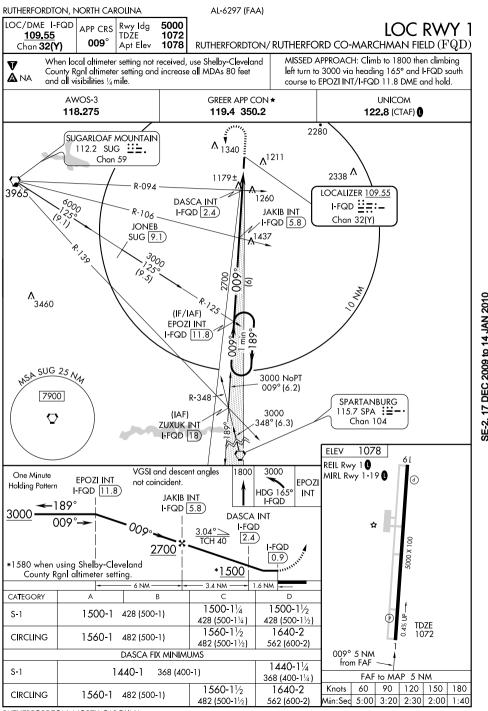
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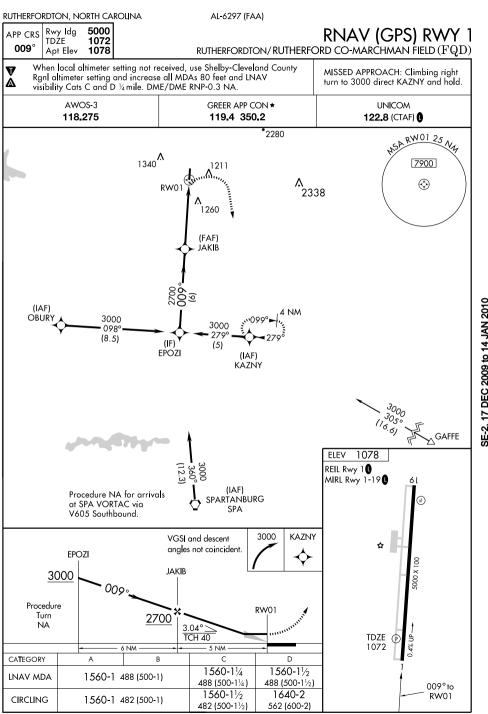


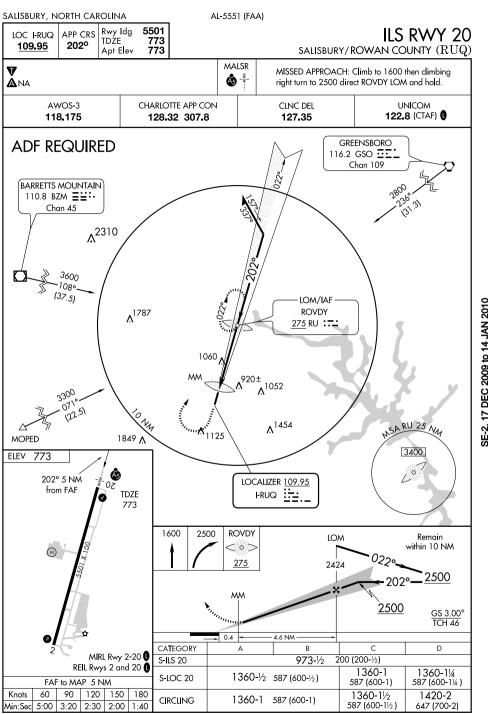






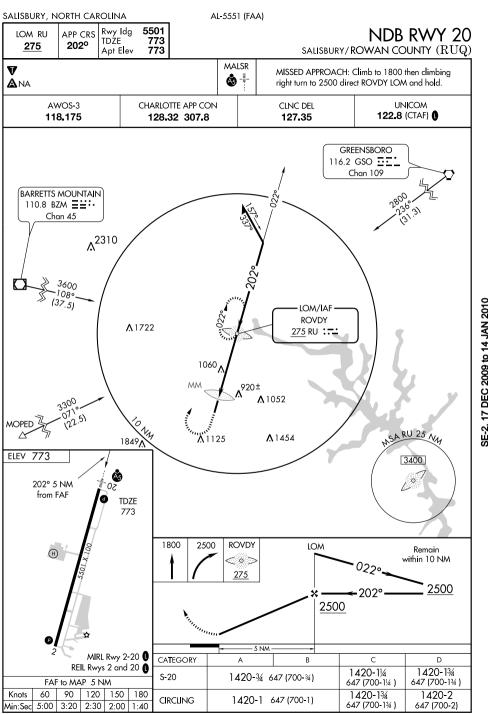


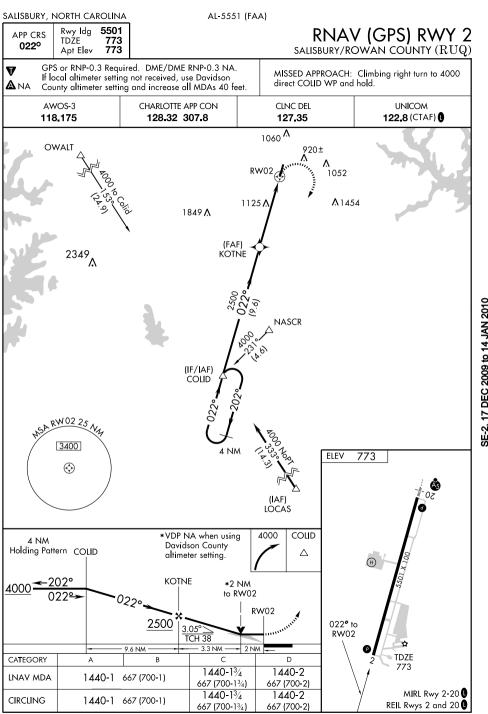


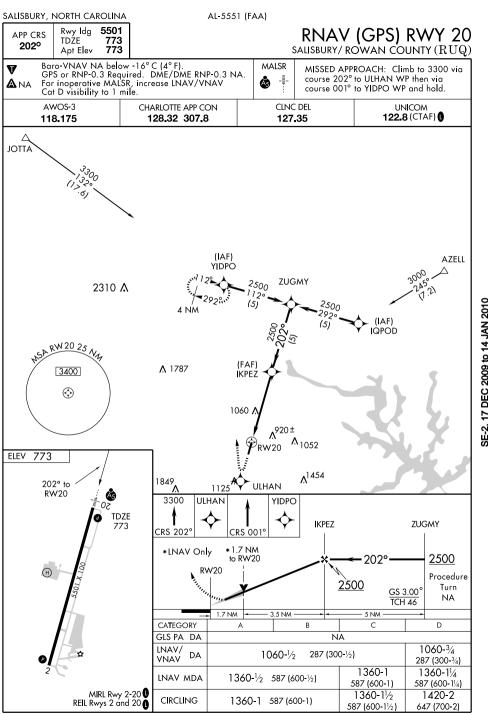


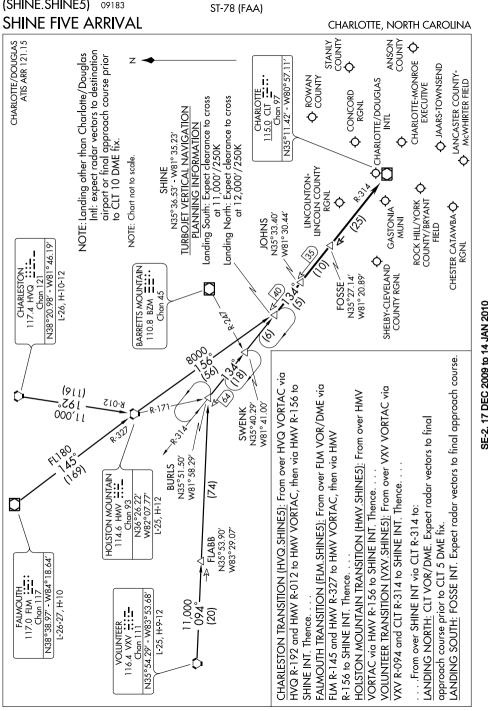
(NASCR.NASCR1) 07298 ST-9155 (FAA) NASCR ONE ARRIVAL CONCORD, NORTH CAROLINA CHARLOTTE/DOUGLAS ATIS ARR 121.15 LYNCHBURG ARR (From over CTF) 109.2 LYH 💳∷ Chan 29 ARR (From over GSO, LIB) N37°15.28′ 128,325 W79° 14.19′ ROANOKE L-26-36, H-10-12 109.4 ROA :-Chan 31 NOTE: FKN TRANSITION-Propellers Only. FRANKLIN 110.6 FKN ::-HENBY N36° 43.17′ - W80° 01.49′ NAVIGATION Chan 43 N36° 42.85' W77°00.74′ PLANNING INFORMATION L-35-36, H-9-10-12 Turbojets expect clearance to cross at 12,000'. Propellers expect to cross at 11,000'. **GREENSBORO** 116.2 GSO ... **ARGAL** Chan 109 N36° 10.28′ SE-2, 17 DEC 2009 to 14, IAN 2010 N36° 02.74′ W78° 09.92′ W79° 58 58' 6000 R-088 268 (88)**PONTI** N35°39.03′ W80°21.25' TAR RIVER ROWAN 0004 COUNTY O 117.8 TYL ... Chan 125 RALEIGH-DURHAM (36) 117.2 RDU :::: Chan 119 ROUSH N35°33.38' W80°16.76′ CONCORD LIBERTY__. **RGNL** 113.0 LIB :-... O Chan 77 STANLY N35°48.70' COUNTY NASCR N35° 27.33′ - W80° 32.32′ W79°36.76′ L-25-36, H-9-12 VERTICAL NAVIGATION PLANNING INFORMATION NOTE: LIB TRANSITION-Propellers 12,000' or below. Expect clearance to cross at 4000' or as assigned by ATC. CHESTERFIELD 108.2 CTF =:-**FLORENCE** Chan 19 15.2 FLO ::=: N34° 39.03′ Chan 99 W80° 16.50° N34° 13.98 W79°39.43′ L-24-35-36, H-9-12 NOTE: DME Required. (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

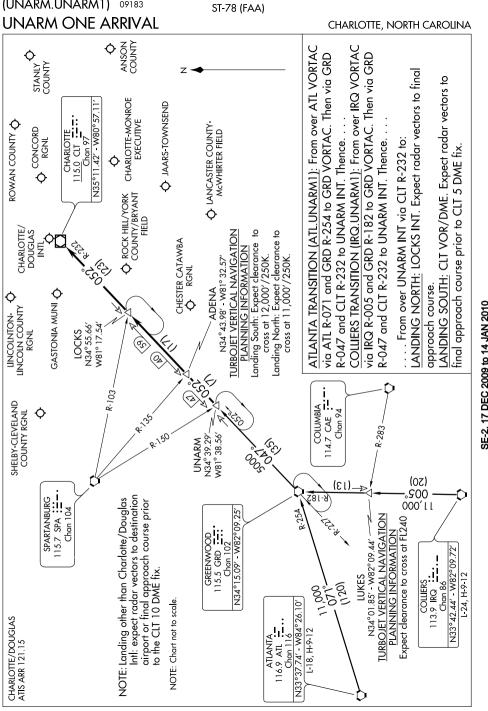
ST-9155 (FAA) 01305 NASCR ONE ARRIVAL (NASCR.NASCR1) CONCORD, NORTH CAROLINA ARRIVAL DESCRIPTION FLORENCE TRANSITION (FLO.NASCR1): From over FLO VORTAC via FLO R-312 to CTF VOR/DME then via CTF R-348 to NASCR INT. Thence.... FRANKLIN TRANSITION (FKN.NASCR1): From over FKN VORTAC via FKN R-249 to ARGAL INT then via GSO R-088 to GSO VORTAC then via GSO R-221 to NASCR INT. Thence.... LIBERTY TRANSITION (LIB.NASCR1): From over LIB VORTAC via LIB R-248 to NASCR INT. Thence.... LYNCHBURG TRANSITION (LYH.NASCR1): From over LYH VORTAC via LYH R-235 to HENBY INT then via GSO R-360 to GSO VORTAC then via GSO R-221 to NASCR INT. Thence....From over NASCR INT expect vectors to final approach course.











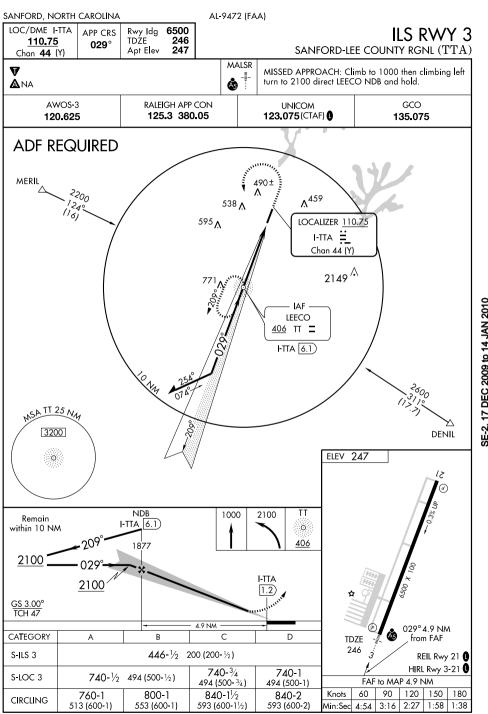
07298 ST-516 (FAA) BUZZY SIX ARRIVAL (BUZZY.BUZZY6) RALEIGH/DURHAM, NORTH CAROLINA RAIFIGH APP CON 128.3 307.9 HENDERSON-**RALEIGH-DURHAM ATIS** PERSON COUNTY • **OXFORD** 123.8 HORACE O RALEIGH-DURHAM INTL **BUZZY** N35°30.32′ - W79°23.14′ Turbojets: Expect clearance to cross RALEIGH-DURHAM at 11,000' at 250K IAS 117.2 RDU :-: (in a Northeast operation). Chan 119 SANFORD-LEE COUNTY N35°52.35' **RGNL** W78°47.00′ SANDHILLS 111.8 SDZ =:. Chan 55 N35°12.93′ - W79°35.28′ **TENNI** N34°46.90′ - W80°03.81′ Turbojets: Expect clearance to cross at FL210. **FLORENCE** 115.2 FLO :-Chan 99

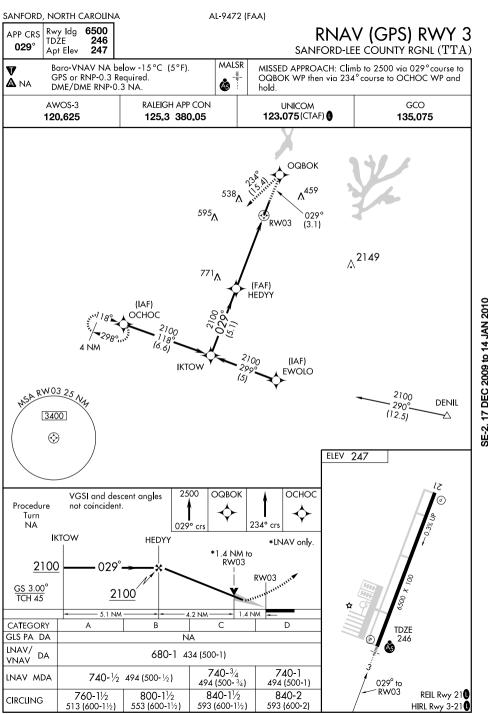
From over Columbia (CAE) via CAE R-043 and Sandhills (SDZ) R-225 to SDZ. Thence via SDZ R-033 to BUZZY INT. Thence via Raleigh-Durham (RDU) R-237 to RDU. Expect radar vectors to final approach course after BUZZY INT.

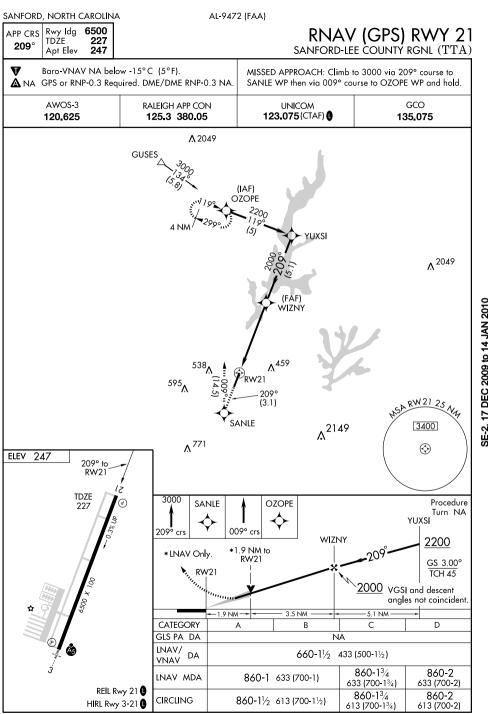
SE-2, 17 DEC 2009 to 14 .IAN 2010

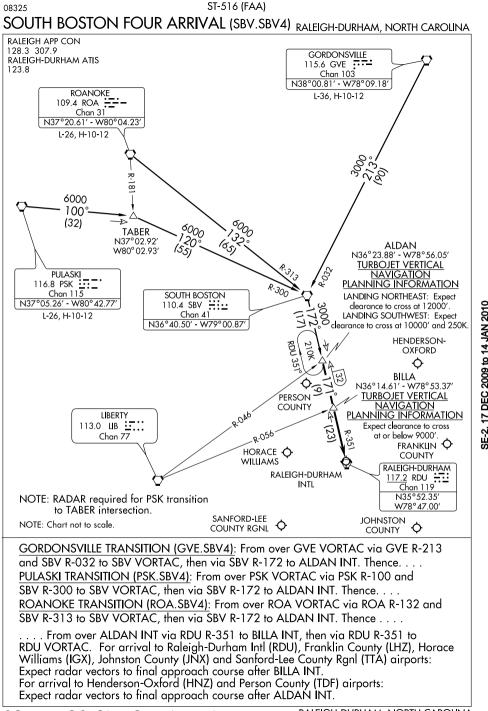
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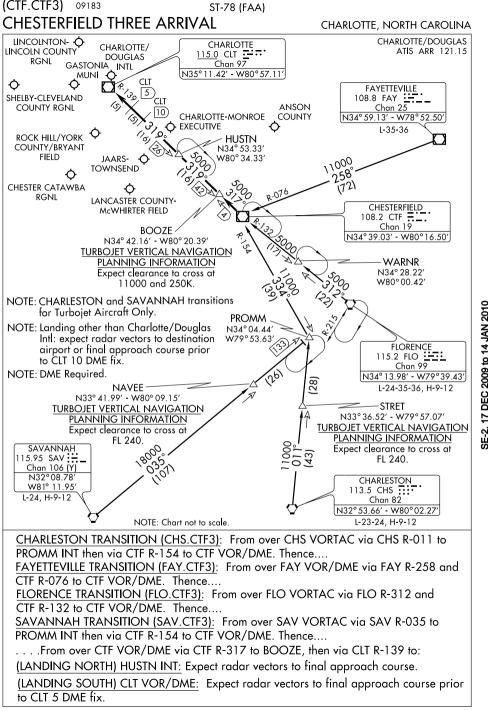
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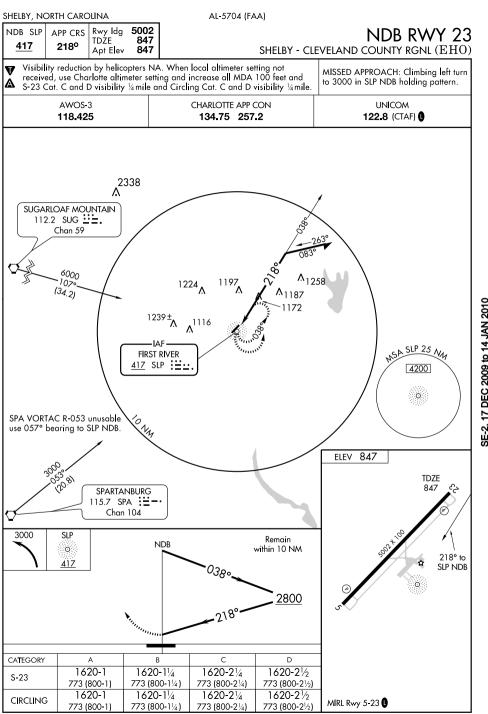


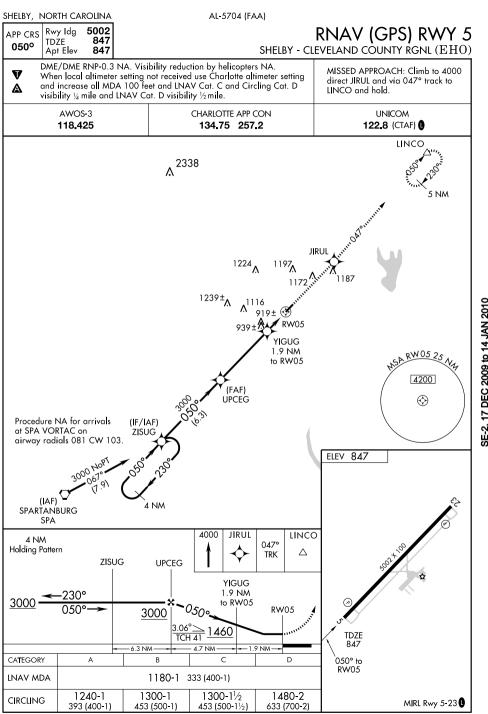


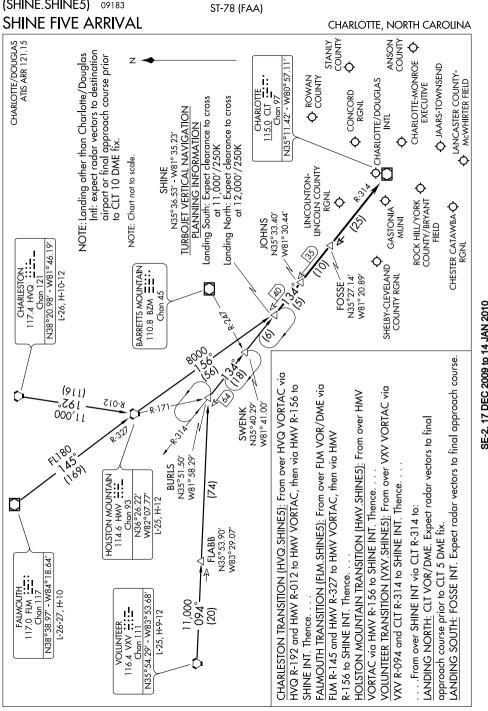


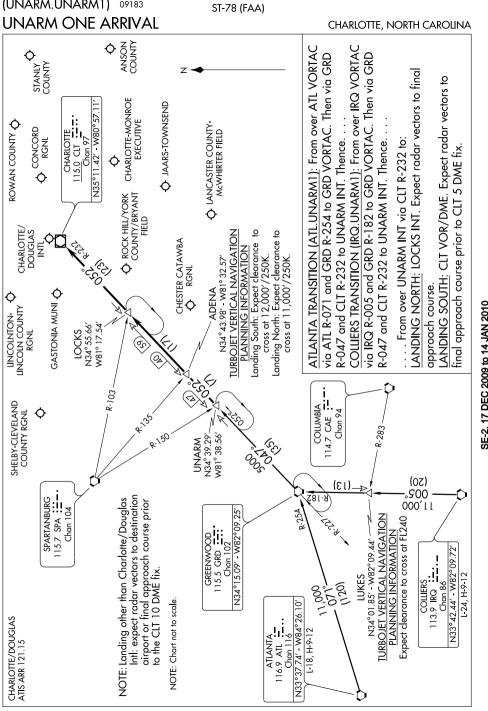
(MAJIC.MAJIC1) 09183 ST-78 (FAA) MAJIC ONE ARRIVAL CHARLOTTE, NORTH CAROLINA CHARLOTTE/DOUGLAS ROANOKE ATIS ARR 121.15 109.4 ROA : CHARLOTTE APP CON Chan 31 (001° -119°) 128.32 N37°20.61′ - W80°04.23′ LYNCHBURG (120° -245°) 120.05 L-26, H-10-12 109.2 LYH 🗔 (246° -360°) 134.75 15NM 181° (61) Chan 29 (180° -359°) 257.2 N37° 15.28′ (360° -179°) 307.8 MAYOS W79° 14.19′ N36° 19.59′ - W79° 59.79′ L-26-36, H-10-12 TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION Expect to cross at FL220. KELLS N36° 35.17' MAJIC W79° 47.17′ N35°48.71′ - W80°26.17′ TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION RALEIGH/DURHAM Expect to cross at 13,000'/250K. 117.2 RDU 🗔 Chan 119 N35° 52.35' W78° 47.00' L-36, H-9-12 11000 SUDSY -273° N35° 44.58′ (40)W80° 29.63' LIBERTY 113.0 LIB :-:: LINCOLNTON-CLT Chan 77 LINCOLN COUNTY **GIZMO** 10) N35° 48.70′ N35° 32.99′ W80° 39.29′ **RGNL** W79° 36.76′ SHELBY-CLT CHARLOTTE CLEVELAND DOUGLAS A 5 COUNTY RGNL INTL CHARLOTTE NOTE: DME required. 115.0 CLT -NOTE: RADAR required for LIB R-273. GASTONIA MUN NOTE: Landing other than Charlotte/ N35°11.42′ - W80°57.11′ Douglas Intl; expect radar ROCK HILL/YORK CHARLOTTE-MONROE vectors to destination airport COUNTY/BRYANT **EXECUTIVE** ANSON or final approach course prior **FIELD** COUNTY JAARSto CLT 10 DME fix. TOWNSEND CHESTER CATAWBA **RGNL** LANCASTER COUNTY-McWHIRTER FIELD NOTE: Chart not to scale. LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . . LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . . ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence.From over MAJIC via CLT R-039 to: LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix. LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

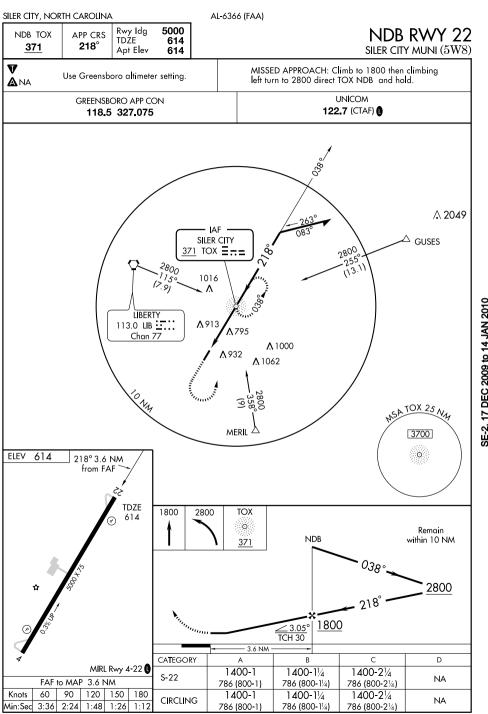
SE-2, 17 DEC 2009 to 14, IAN 2010

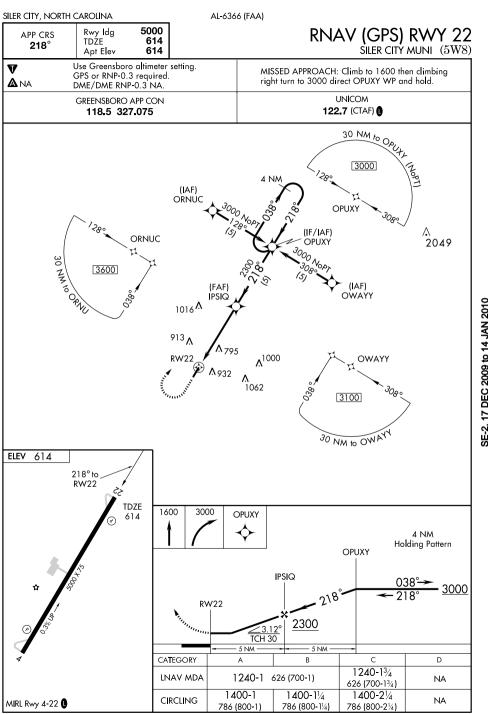


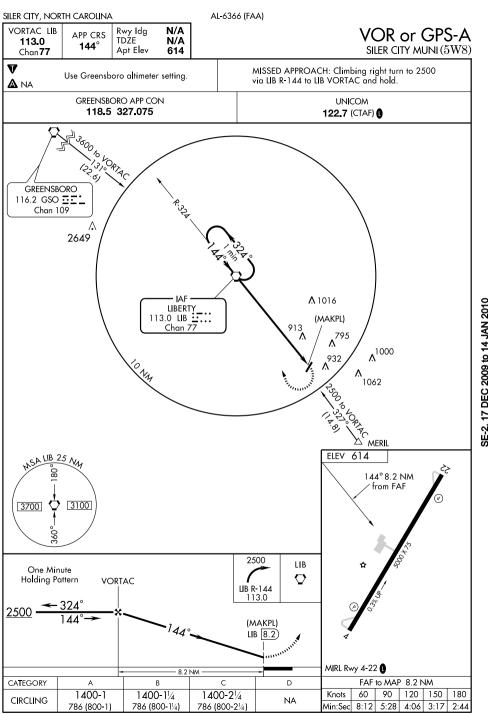


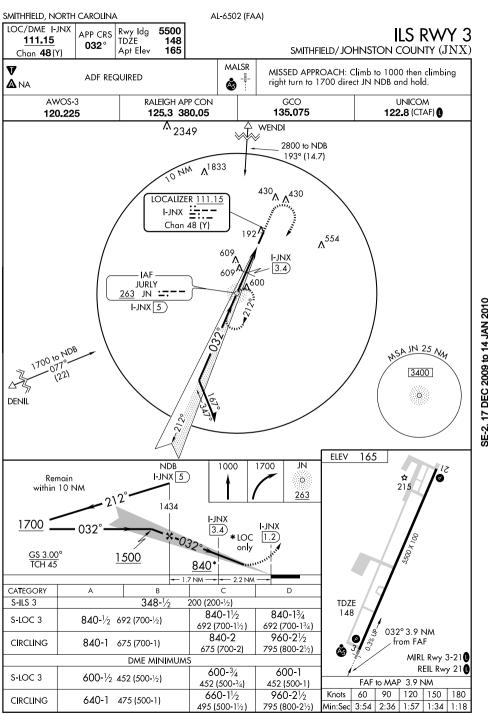


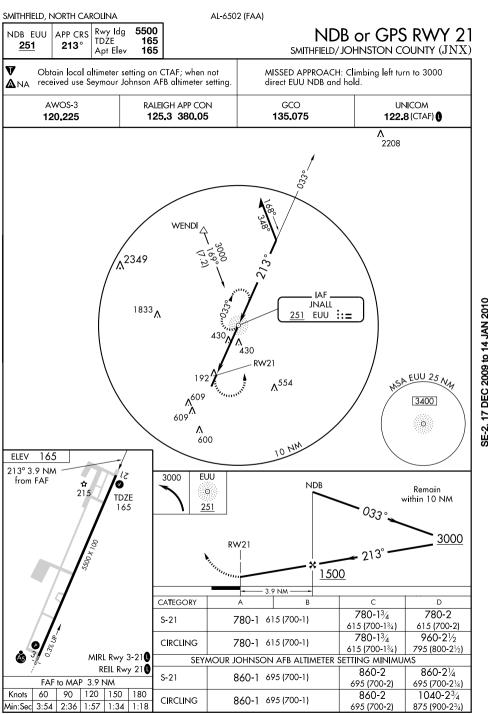


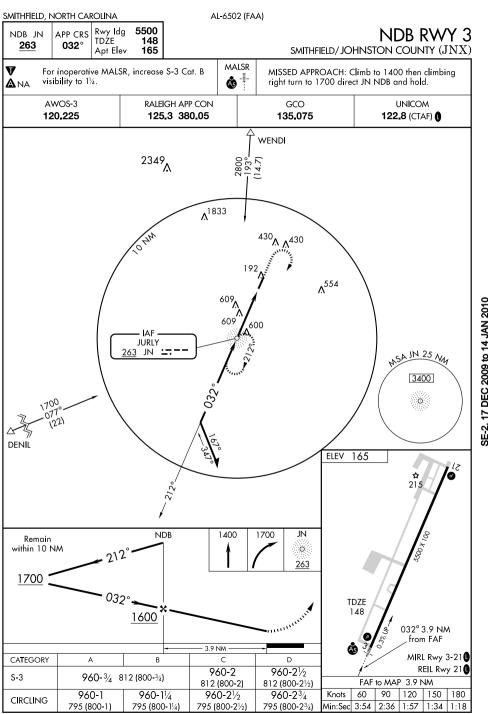


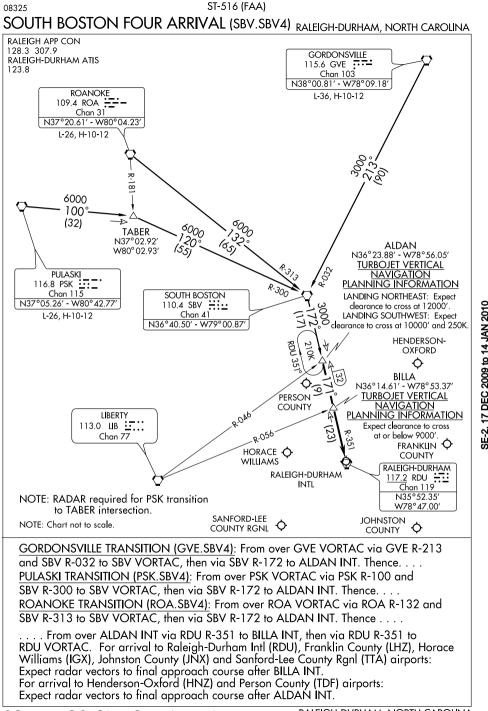


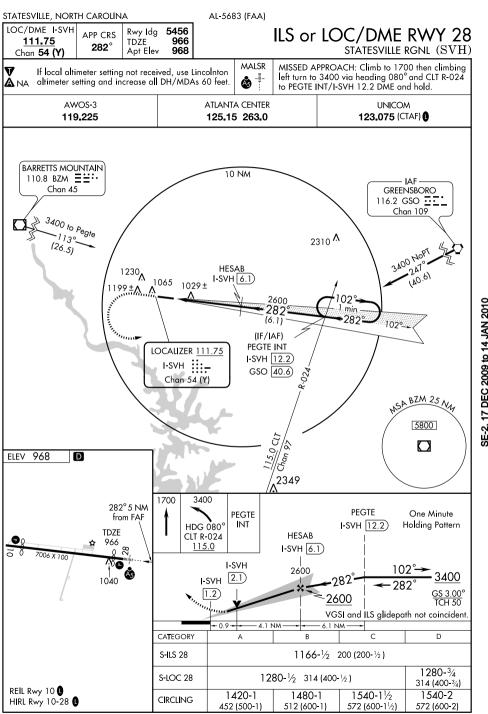


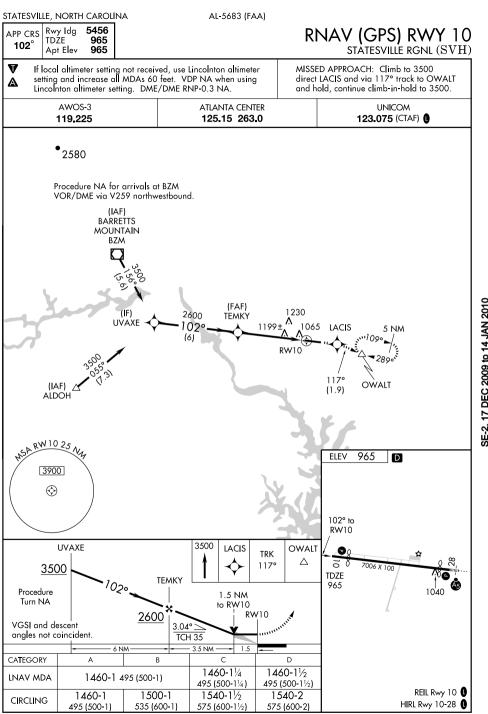


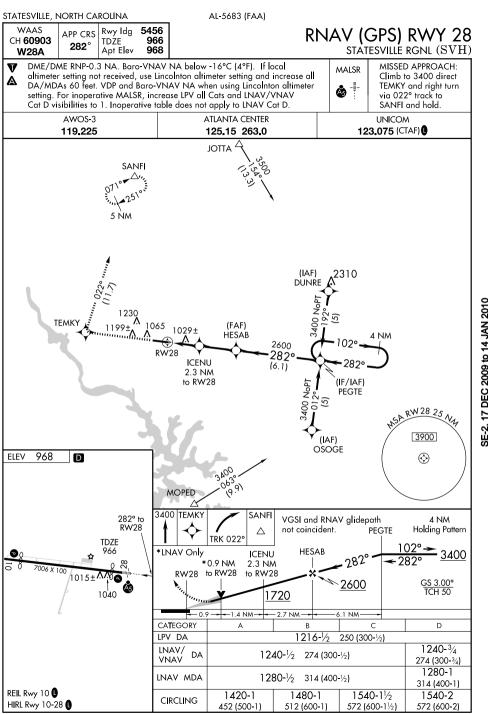


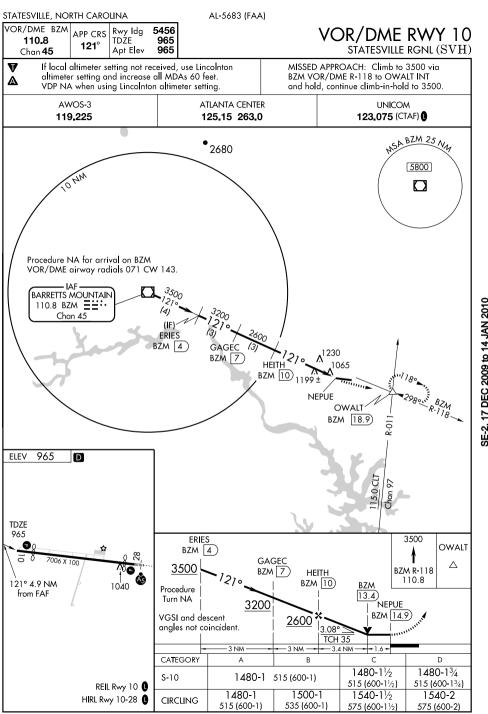




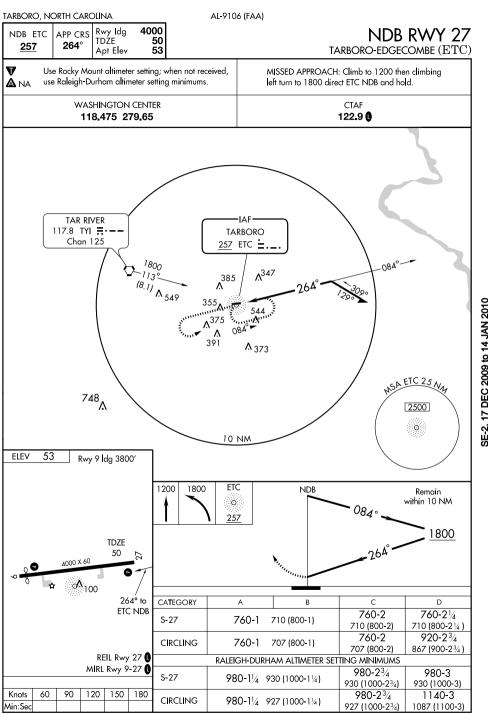


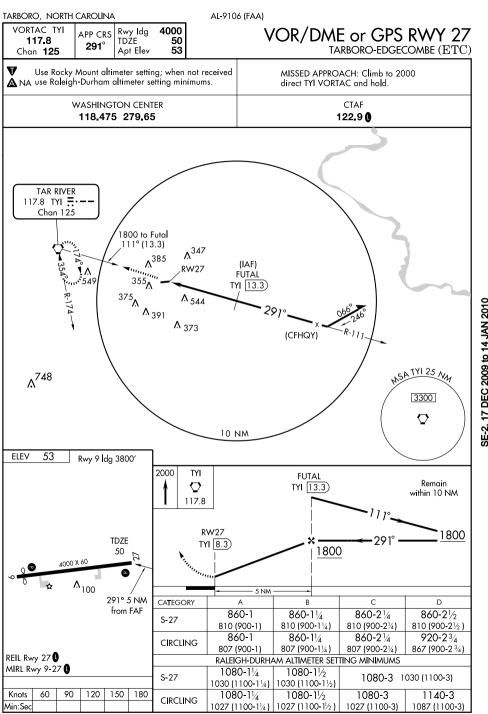


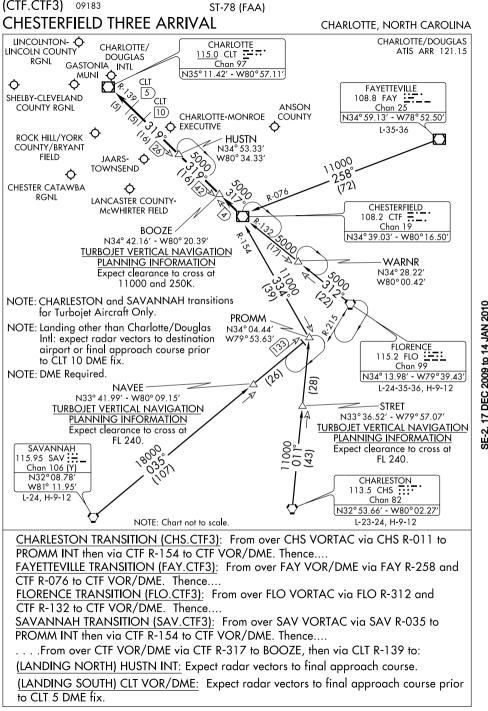




SWANSBURD, NORTH CAROLINA TACAN RWY 23 Rwy Idg TDZE 4010 TACAN NJM APCH CRS 21 Chan 67 224° AL-2400 [USN] Arpt Elev BOGUE MCALE (KNJM) MALSE V MISSED APPROACH: Climb to 1300 direct NJM TACAN *When ALS inop, increase CAT ABCD vis to 1½ miles. then via R-224 to SOBIE (NJM R-224/4 DME), then climbing left turn to 1600 via 044 °. Expect radar vectors A_{A} CHERRY POINT APP CON BOGUE TOWER ★ GND CON CLNC DEL EAST 124.1 268.7 PAR 126.45 (CTAF) 256.875 262.6 262.6 WEST 119.35 377.175 CAUTION: 20:1 visual penetrated NOT FOR CIVIL USE by unlit obstacles, procedure not authorized at night. RADAR REQUIRED `∧ ⁵⁴⁹ Remain within 8 DME UPALE 7 ITGUY **BOGUE** Chan 67 NJM 5 539 N34° 41.38′ E77° 01.63′ (IAF) 074 WAKEX WEBLO (7)2 VOYUN 2 183 SOBIE MLM 2100 10 NM **EFFECTIVE BY NOTAM ELEV** 22 EMERG SAFE ALT 100 NM 3400 1300 SOBIE TDZL/CL Rwy 5-23 (IAF) WEBLO VOYUN WAKEX NJM R-224 224°to R-254 R-074 R-074 TACAN **TACAN** 2) $\left(2\right)$ 7 4 · 074° TDZE 2000 2000 UPALE R-044 ZATSO **ITGUY** 7 1.5 - 224 Remain within 8 DME **∠** 2.26° 1200 1600 TCH 50 CATEGORY D S-23* 480-11/4 459 (500-11/4) 500-11/2 580-2 CIRCLING 500-11/4 479 (500-11/4)479 (500-11/2) 559 (600-2)HIRL Rwy 5-23 Rwy 5-23 Apch lgt non-std 900' S-PAR 23 271-1 250 (300-1)GS 3.00° SWANSBORO, NORTH CAROLINA 34°42′N-77°02′W **BOGUE MCALF** (KNJM) 07270

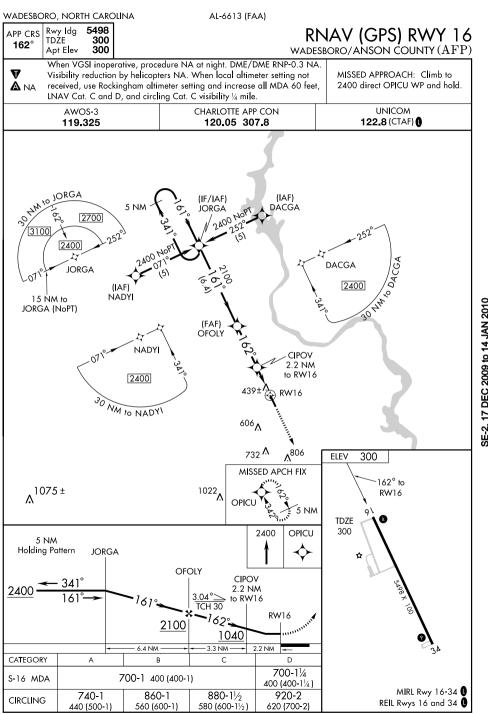


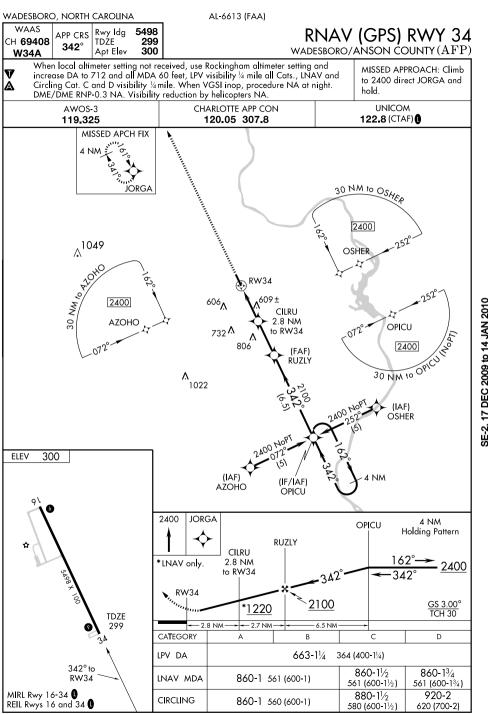


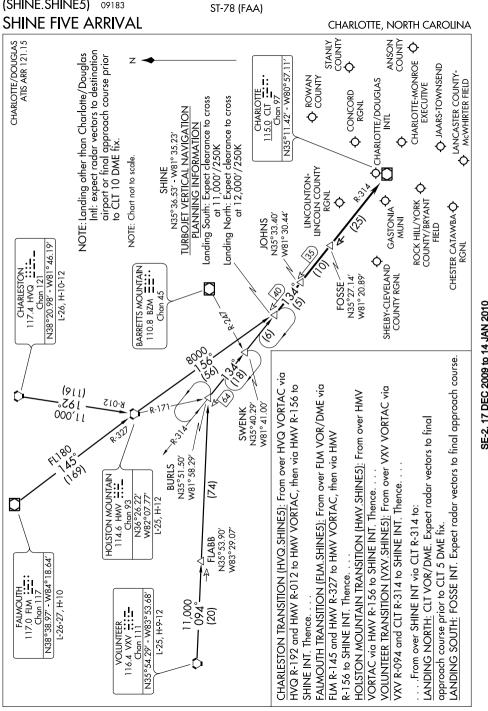


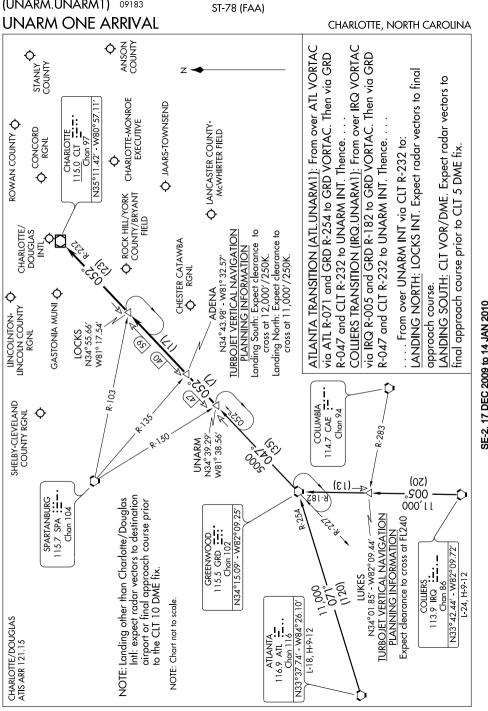
(MAJIC.MAJIC1) 09183 ST-78 (FAA) MAJIC ONE ARRIVAL CHARLOTTE, NORTH CAROLINA CHARLOTTE/DOUGLAS ROANOKE ATIS ARR 121.15 109.4 ROA : CHARLOTTE APP CON Chan 31 (001° -119°) 128.32 N37°20.61′ - W80°04.23′ LYNCHBURG (120° -245°) 120.05 L-26, H-10-12 109.2 LYH 🗔 (246° -360°) 134.75 15NM 181° (61) Chan 29 (180° -359°) 257.2 N37° 15.28′ (360° -179°) 307.8 MAYOS W79° 14.19′ N36° 19.59′ - W79° 59.79′ L-26-36, H-10-12 TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION Expect to cross at FL220. KELLS N36° 35.17' MAJIC W79° 47.17′ N35°48.71′ - W80°26.17′ TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION RALEIGH/DURHAM Expect to cross at 13,000'/250K. 117.2 RDU 🗔 Chan 119 N35° 52.35' W78° 47.00' L-36, H-9-12 11000 SUDSY -273° N35° 44.58′ (40)W80° 29.63' LIBERTY 113.0 LIB :-:: LINCOLNTON-CLT Chan 77 LINCOLN COUNTY **GIZMO** 10) N35° 48.70′ N35° 32.99′ W80° 39.29′ **RGNL** W79° 36.76′ SHELBY-CLT CHARLOTTE CLEVELAND DOUGLAS A 5 COUNTY RGNL INTL CHARLOTTE NOTE: DME required. 115.0 CLT -NOTE: RADAR required for LIB R-273. GASTONIA MUN NOTE: Landing other than Charlotte/ N35°11.42′ - W80°57.11′ Douglas Intl; expect radar ROCK HILL/YORK CHARLOTTE-MONROE vectors to destination airport COUNTY/BRYANT **EXECUTIVE** ANSON or final approach course prior **FIELD** COUNTY JAARSto CLT 10 DME fix. TOWNSEND CHESTER CATAWBA **RGNL** LANCASTER COUNTY-McWHIRTER FIELD NOTE: Chart not to scale. LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . . LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . . ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence.From over MAJIC via CLT R-039 to: LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix. LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

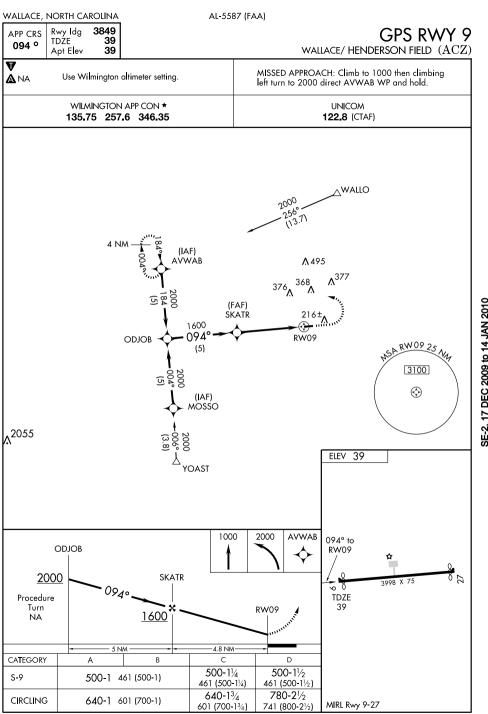
SE-2, 17 DEC 2009 to 14, IAN 2010

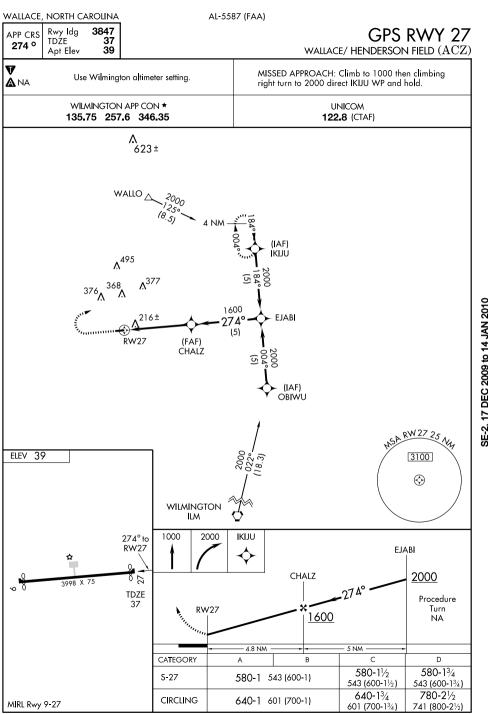


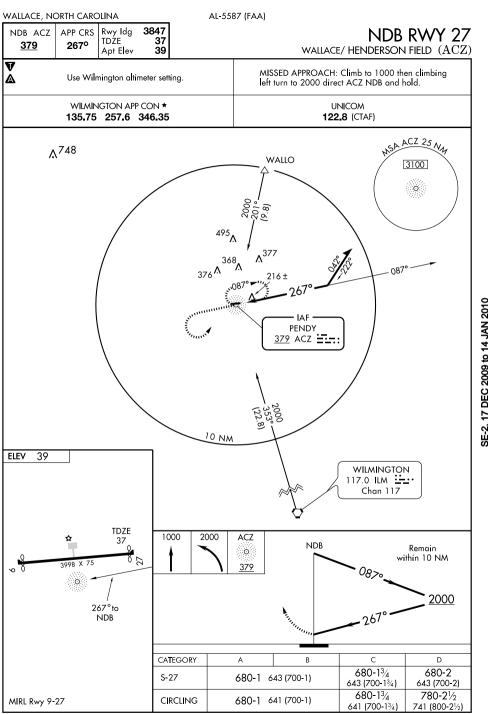


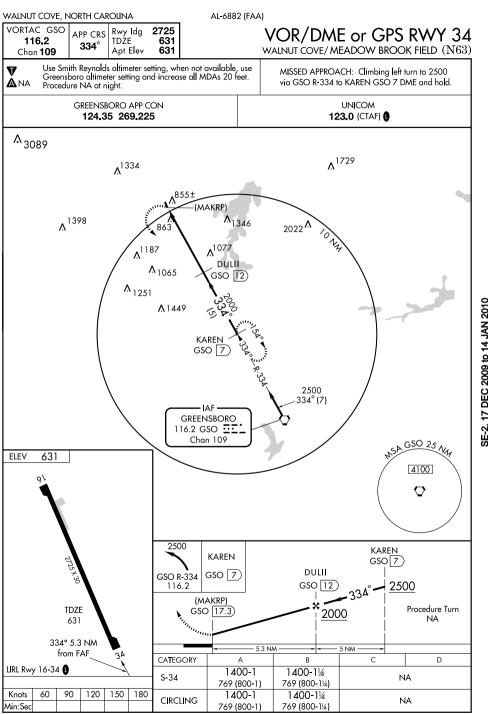


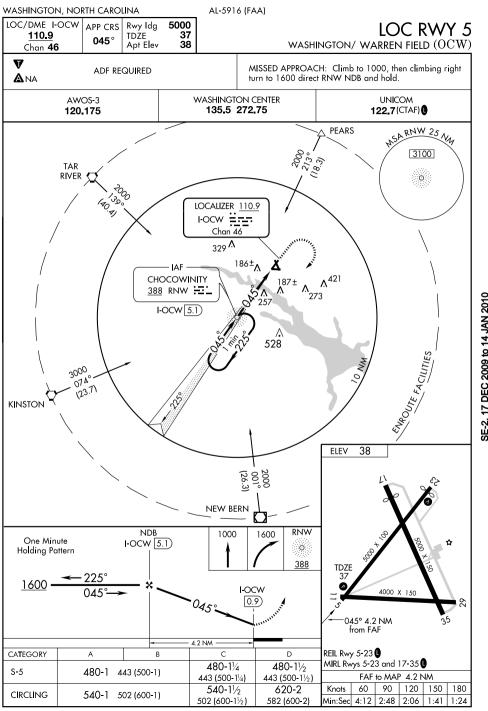


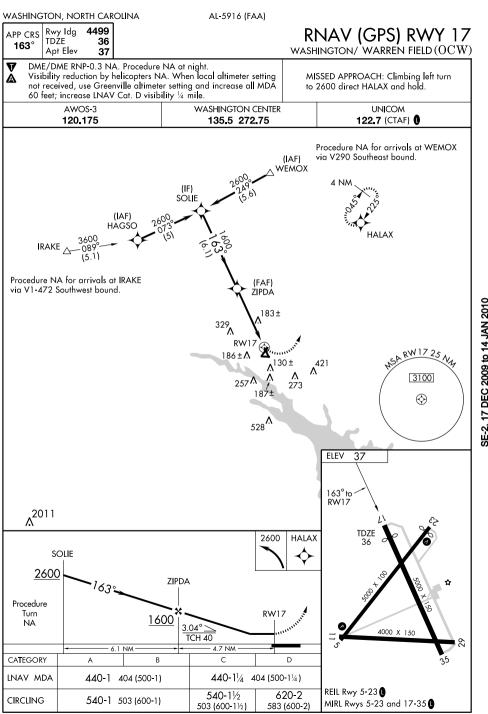


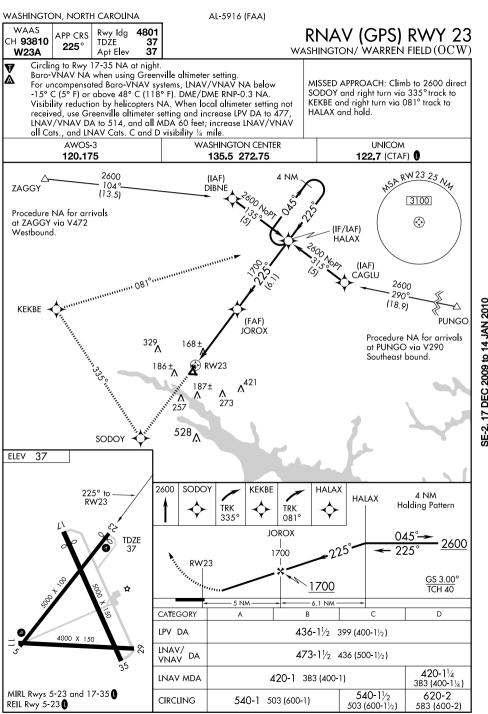




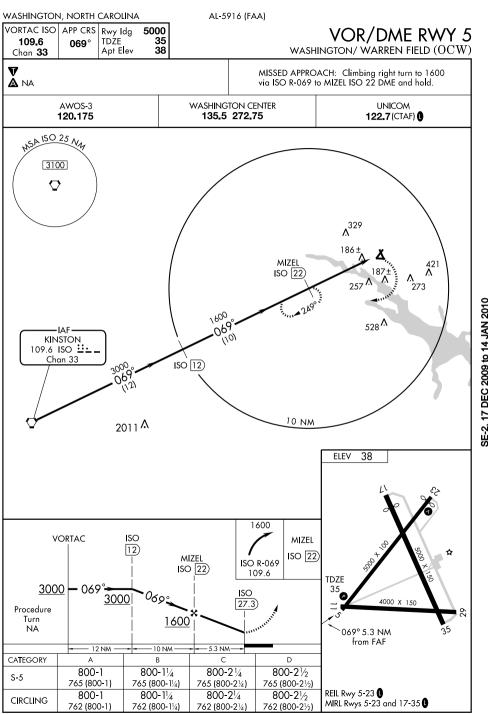


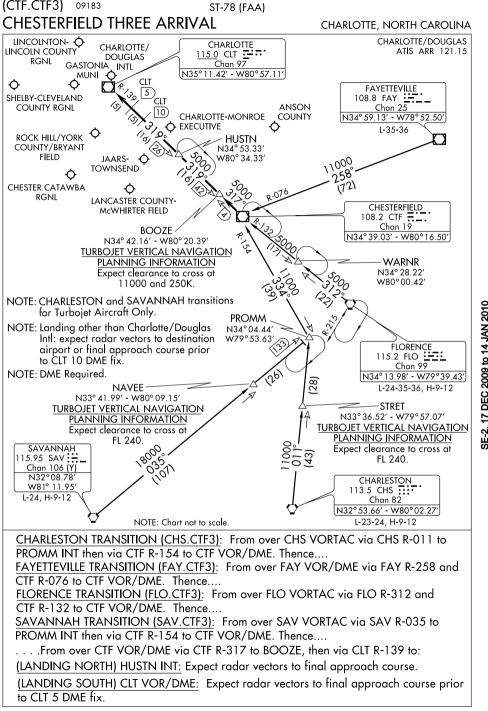






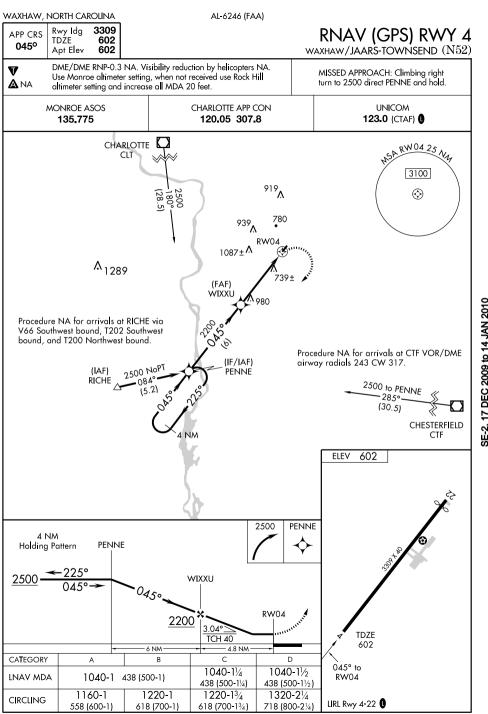
WASHINGTON, NORTH CAROLINA AL-5916 (FAA) Rwy Idg TDZE WAAS 5000 RNAV (GPS) RWY 35 APP CRS CH **78310** 35 343° WASHINGTON/ WARREN FIELD (OCW) Apt Elev 37 W35A Baro-VNAV NA when using Greenville altimeter setting. V For uncompensated Baro-VNAV systems, LNAV/VNAV NA below A MISSED APPROACH: Climb to 2600 direct -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. ZIPDA and via 070° track to HALAX and When local altimeter setting not received, use Greenville altimeter setting and increase LPV DA to 400, LNAV/VNAV DA to 534, and all MDA 60 feet; increase LNAV Cats.C and D visibility 1/4 mile. UNICOM AWOS-3 WASHINGTON CENTER 120.175 135.5 272.75 122.7 (CTAF) (MISSED APCH FIX PEARS . ZIPDA **RW35** ۸⁴²¹ Procedure NA for arrivals 159± 130±/N at PEARS via V139 Northbound. **^** 273 187± (FAF) SE-2, 17 DEC 2009 to 14, IAN 2010 ZAMPI ₅₂₈ ^ (IAF) NSA RW 35 25 Ny MERPE 3100 2400 (IF) 013 **(** JUMDO (5) (IAF) WATGO Procedure NA for arrival on EWN VOR/DME airway ELEV 37 radials 313 CW 014. Λ₆₅₄ **NEW BERN EWN** 2600 ZIPDA HALAX 070° JUMDO TRK ZAMPI 2400 Procedure 1600 VIIIIIIIII N Turn **RW35** NA 1600 GS 3.00° TCH 40 4.7 NM 6.1 NM 4000 X 150 D CATEGORY В Α **TDZE** LPV DA 359-11/4 324 (400-11/4) 35 LNAV/ 493-13/4 458 (500-13/4) 343° to DA VNAV **RW35** 500-11/4 500-11/2 LNAV MDA 500-1 465 (500-1) 465 (500-11/4) 465 (500-11/2) REIL Rwy 5-23 0 540-11/2 620-2 540-1 503 (600-1) CIRCLING MIRL Rwys 5-23 and 17-35 1 503 (600-11/2) 583 (600-2)

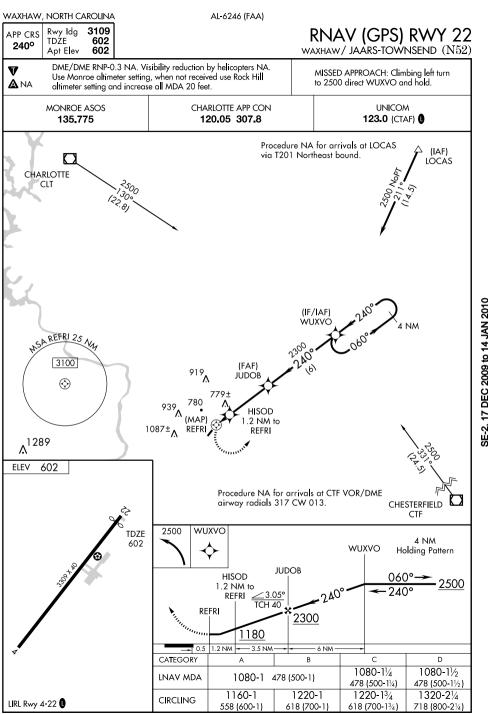


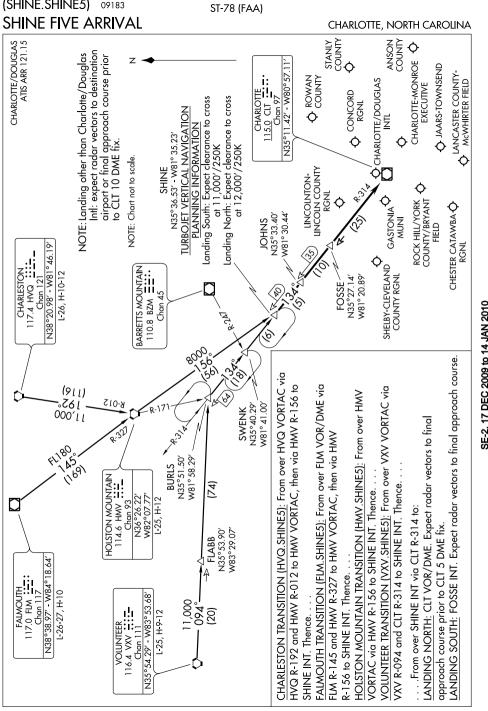


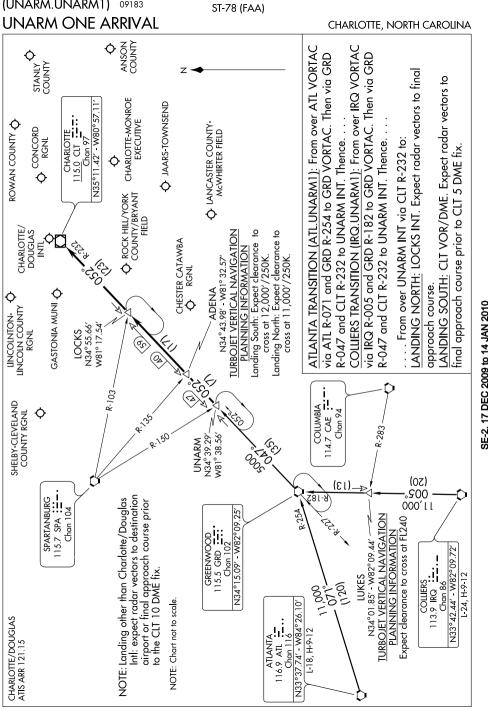
(MAJIC.MAJIC1) 09183 ST-78 (FAA) MAJIC ONE ARRIVAL CHARLOTTE, NORTH CAROLINA CHARLOTTE/DOUGLAS ROANOKE ATIS ARR 121.15 109.4 ROA : CHARLOTTE APP CON Chan 31 (001° -119°) 128.32 N37°20.61′ - W80°04.23′ LYNCHBURG (120° -245°) 120.05 L-26, H-10-12 109.2 LYH 🗔 (246° -360°) 134.75 15NM 181° (61) Chan 29 (180° -359°) 257.2 N37° 15.28′ (360° -179°) 307.8 MAYOS W79° 14.19′ N36° 19.59′ - W79° 59.79′ L-26-36, H-10-12 TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION Expect to cross at FL220. KELLS N36° 35.17' MAJIC W79° 47.17′ N35°48.71′ - W80°26.17′ TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION RALEIGH/DURHAM Expect to cross at 13,000'/250K. 117.2 RDU 🗔 Chan 119 N35° 52.35' W78° 47.00' L-36, H-9-12 11000 SUDSY -273° N35° 44.58′ (40)W80° 29.63' LIBERTY 113.0 LIB :-:: LINCOLNTON-CLT Chan 77 LINCOLN COUNTY **GIZMO** 10) N35° 48.70′ N35° 32.99′ W80° 39.29′ **RGNL** W79° 36.76′ SHELBY-CLT CHARLOTTE CLEVELAND DOUGLAS A 5 COUNTY RGNL INTL CHARLOTTE NOTE: DME required. 115.0 CLT -NOTE: RADAR required for LIB R-273. GASTONIA MUN NOTE: Landing other than Charlotte/ N35°11.42′ - W80°57.11′ Douglas Intl; expect radar ROCK HILL/YORK CHARLOTTE-MONROE vectors to destination airport COUNTY/BRYANT **EXECUTIVE** ANSON or final approach course prior **FIELD** COUNTY JAARSto CLT 10 DME fix. TOWNSEND CHESTER CATAWBA **RGNL** LANCASTER COUNTY-McWHIRTER FIELD NOTE: Chart not to scale. LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . . LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . . ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence.From over MAJIC via CLT R-039 to: LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix. LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

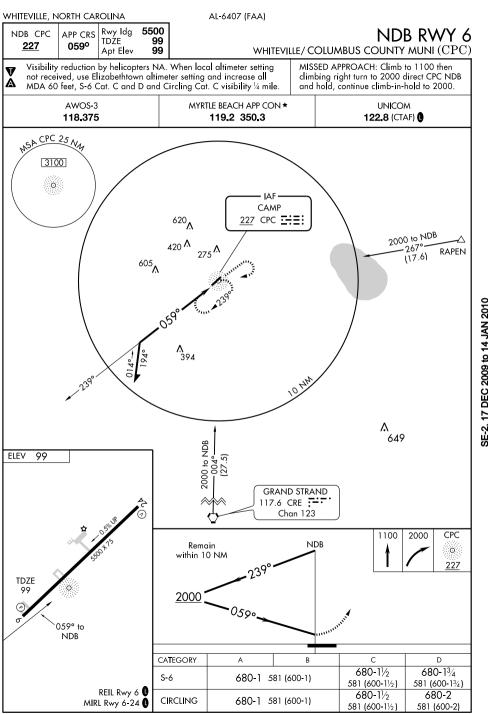
SE-2, 17 DEC 2009 to 14, IAN 2010

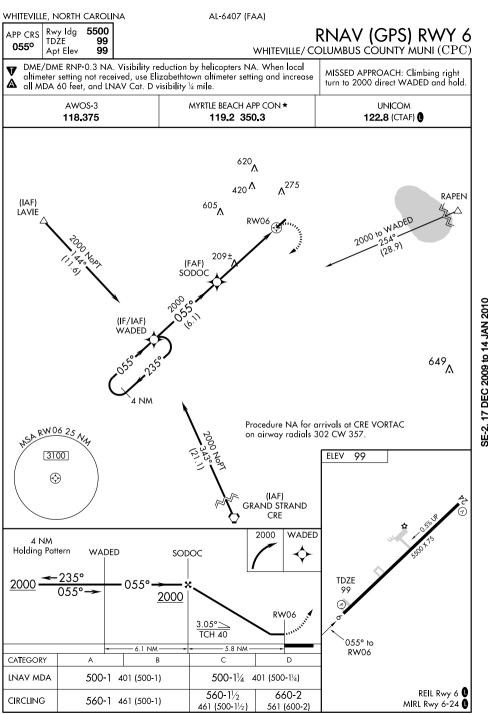


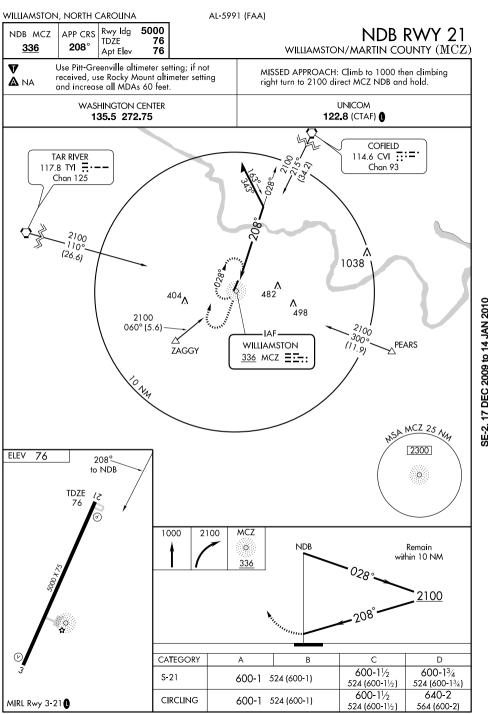


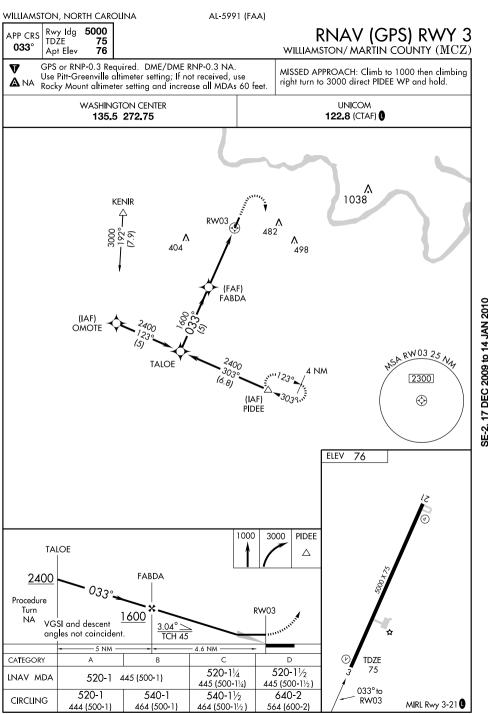


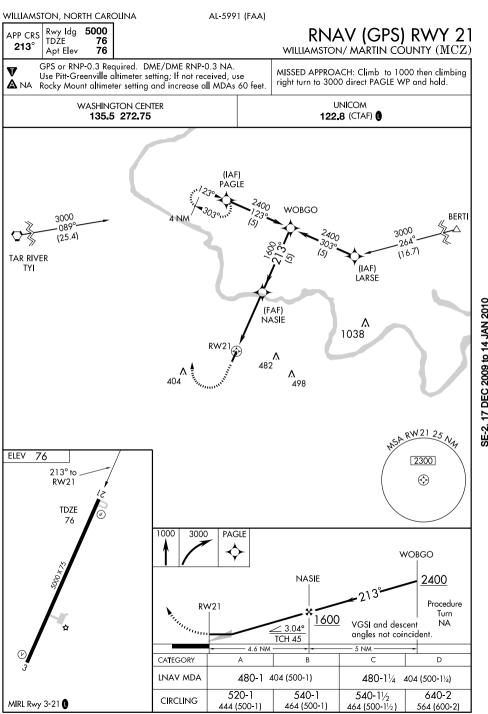


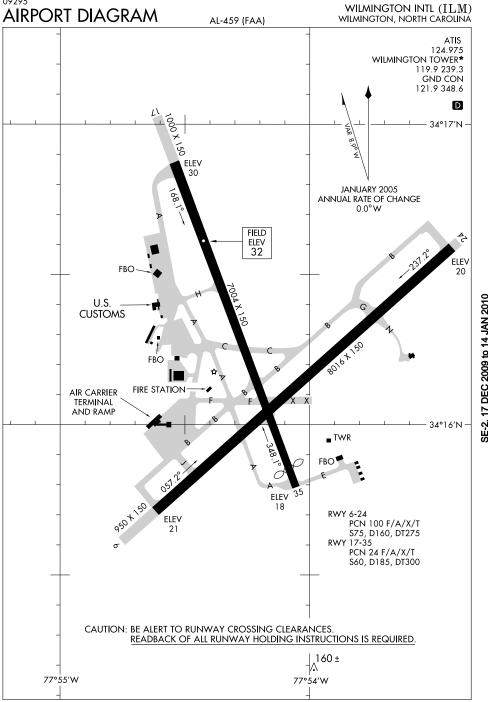


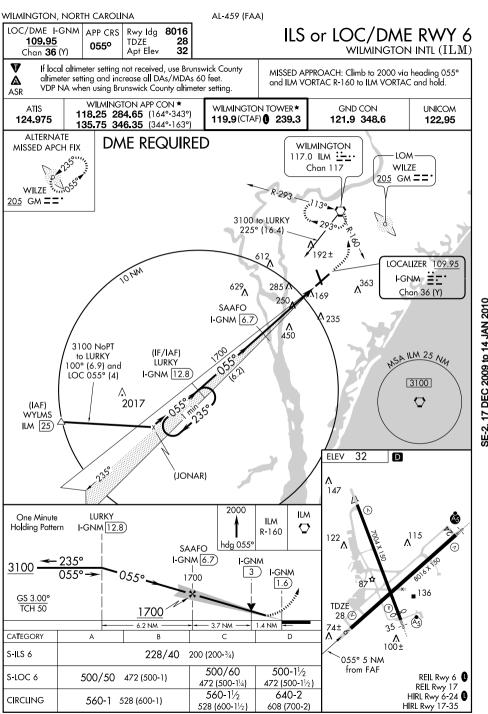


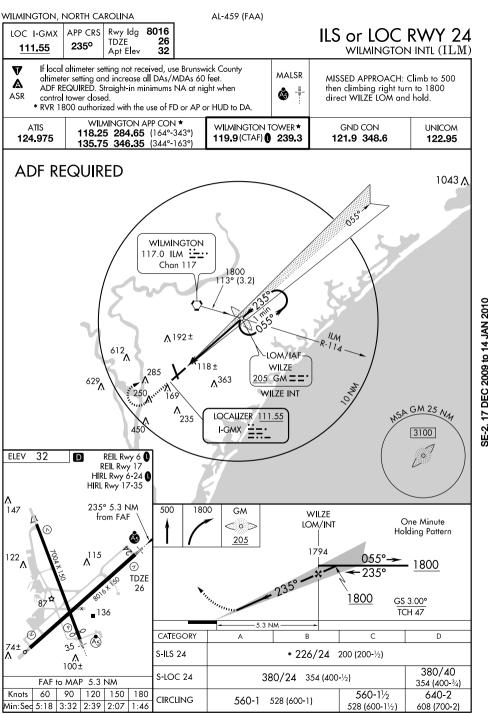


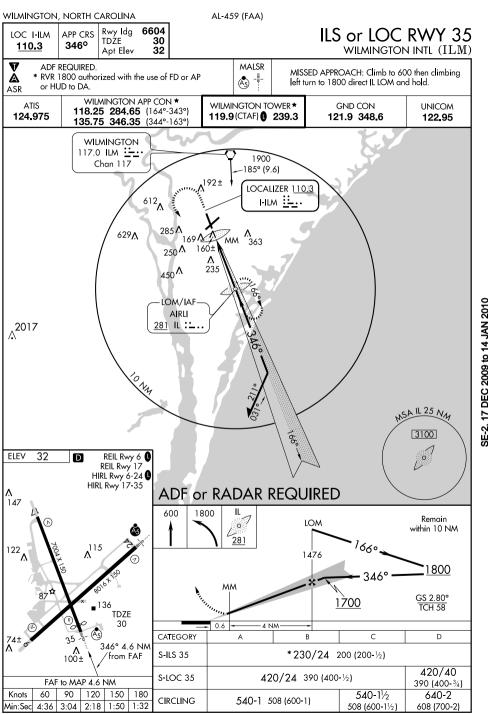


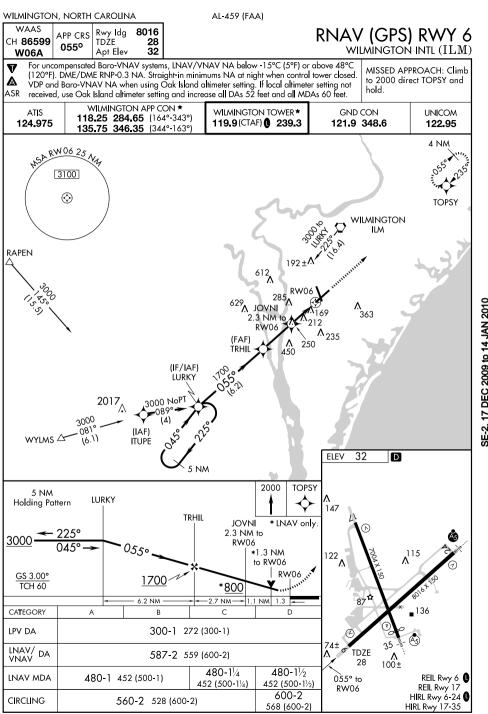


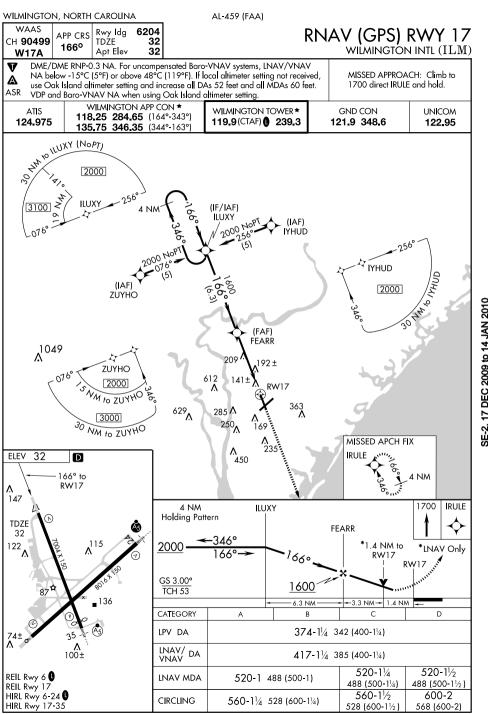


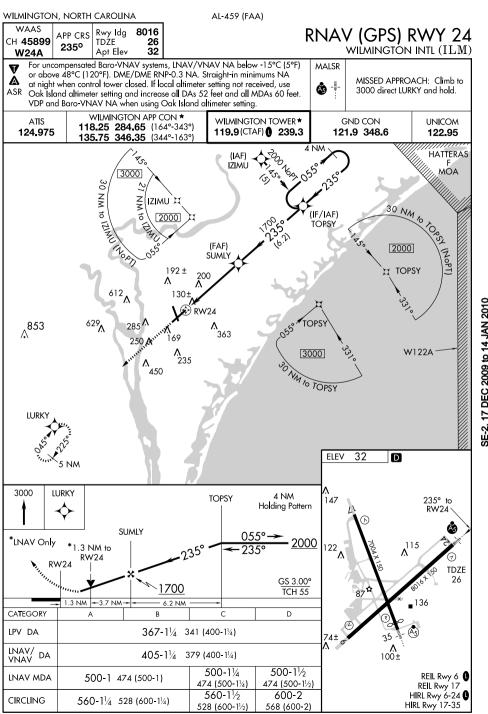


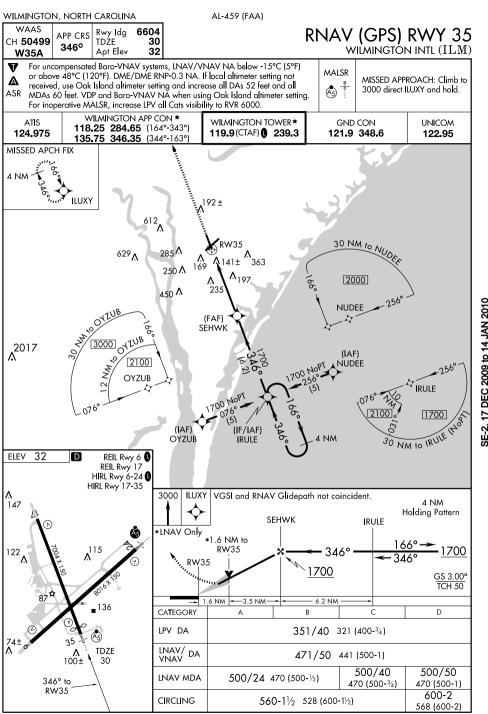


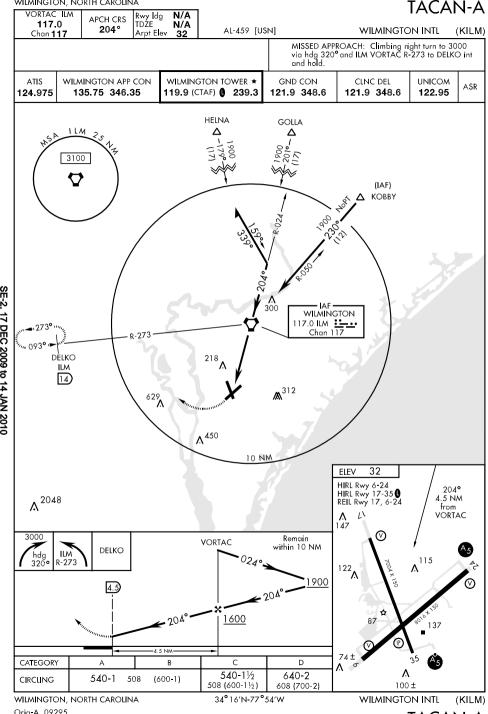


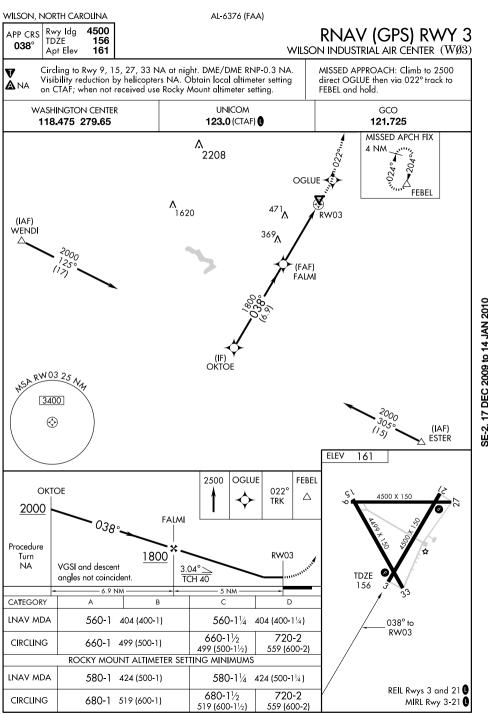


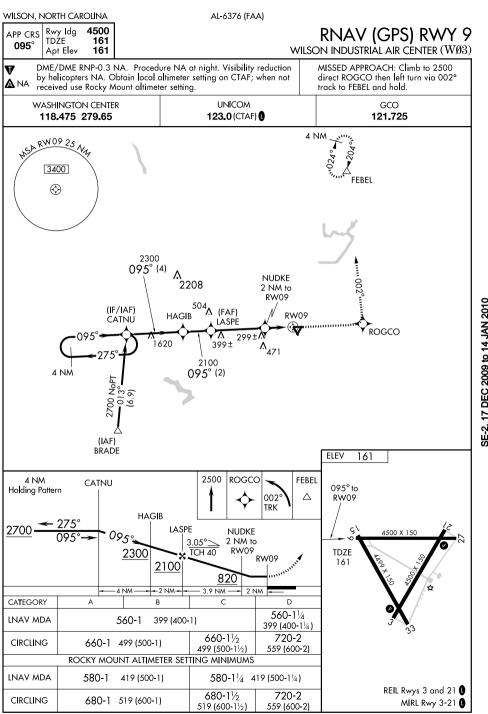


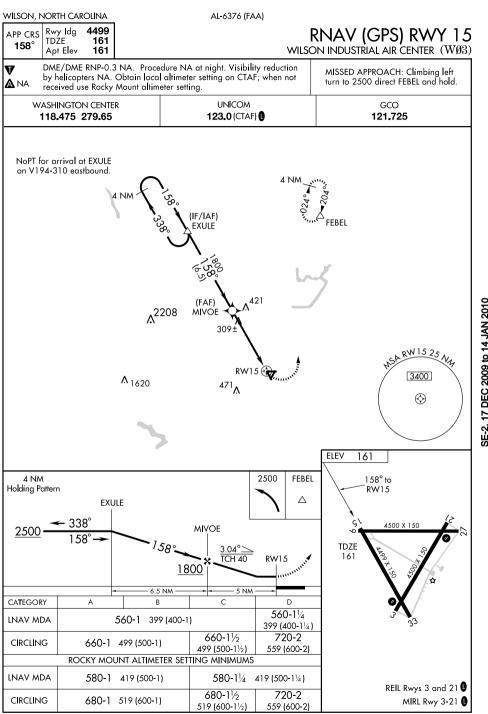


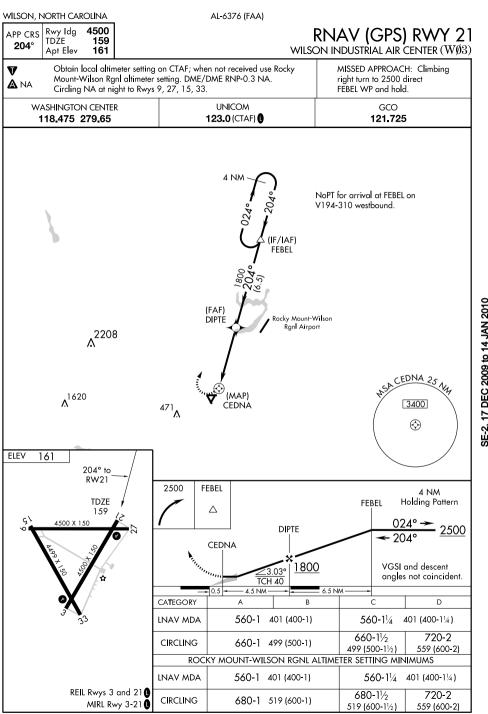












REIL Rwys 3 and 21

MIRL Rwy 3-21 0

RNAV (GPS) RWY 33 WILSON INDUSTRIAL AIR CENTER (WØ3) V Obtain local altimeter setting on CTAF; when not received use Rocky MISSED APPROACH: Climbing right turn Mount-Wilson Ranl altimeter setting. Straight-in minimums NA at night. A NA to 2500 direct FEBEL WP and hold. DME/DME RNP-0.3 NA. Circling NA at night to Rwys 9, 27, 15, 33. WASHINGTON CENTER UNICOM GCO 118.475 279.65 123.0 (CTAF) (121.725 FEBEL 2208 ¹⁶²⁰∧ **RW33** (FAF) ETAVE ZAGOB 2.6 NM 2000 to RW33 249° (4.2) (IAF) RUREE SARW 33 25 Ny HIGRU (IAF) WADUG A 3400 \bigcirc ELEV (IAF) 161 **ESTER** 2500 **FEBEL** HIGRU **ETAVE** 4500 X 150 2000 Δ ZAGOB 2.6 NM Procedure to RW33 1800 Turn RW33 3.04° NA TCH 40 1020 TDZE 2.4 NM 2.6 NM 6 NM 157 CATEGORY С 640-11/2 640-11/4 339° to LNAV MDA 640-1 483 (500-1) 483 (500-11/4) 483 (500-11/2) **RW33** 660-11/2 720-2 CIRCLING 660-1 499 (500-1) 499 (500-11/2) 559 (600-2) ROCKY MOUNT-WILSON RGNL ALTIMETER SETTING MINIMUMS LNAV MDA 660-1 503 (500-1) 660-11/2 503 (500-11/2)

CIRCLING

680-1 519 (600-1)

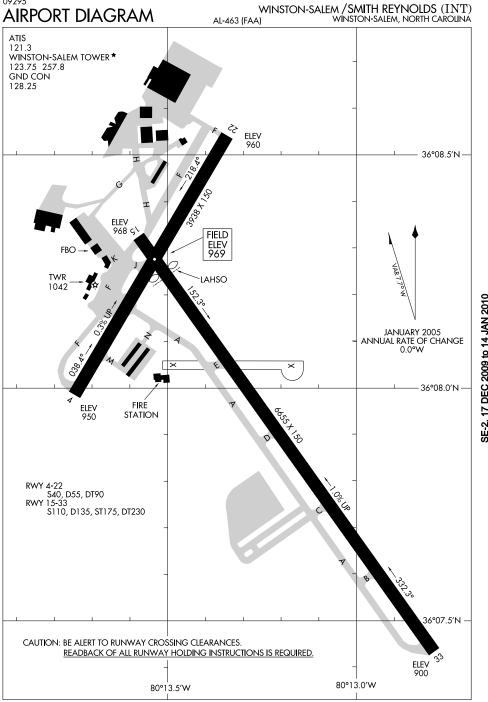
SE-2 17 DEC 2009 to 14 JAN 2010

720-2

559 (600-2)

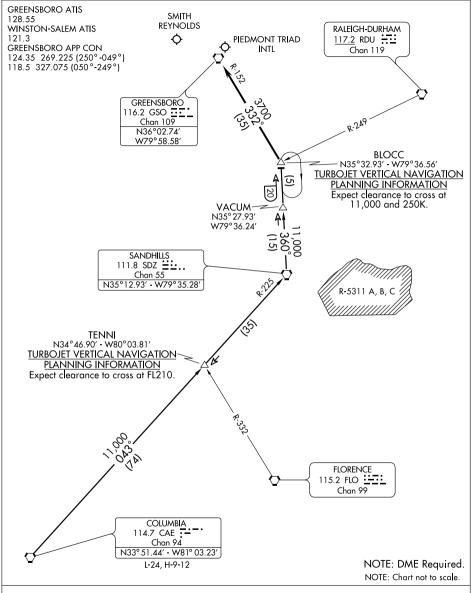
680-11/2

519 (600-11/2)



08325 ST-178 (FAA) BLOCC ONE ARRIVAL (BLOCC.BLOCC1)

GREENSBORO, NORTH CAROLINA



COLUMBIA TRANSITION (CAE.BLOCC1): From over CAE VORTAC via CAE R-043 and SDZ R-225 to SDZ VORTAC, then via SDZ R-360 to BLOCC INT. Thence. . . .

. . . . From over BLOCC INT via GSO R-152 to GSO VORTAC. Expect radar vectors to final approach course.

07298 ST-178 (FAA) BROOK TWO ARRIVAL (BROOK.BROOK2) GREENSBORO, NORTH CAROLINA GREENSBORO ATIS 128.55 WINSTON-SALEM ATIS GREENSBORO APP CON 124.35 269.225 (250°-049°) 118.5 327.075 (050° - 249°) GLADE SPRING 110.2 GZG **ΞΞ:**• Chan 39 N36°49.51′ - W82°04.74′ L-26, H-12 LAREL N36°30.15′ W81° 33.04′ **BROOK** N36° 10.46′ W81° 00.80′ WALLK N36° 06.59′ W80° 29.06′ R-282 SMITH PIFDMONT 6000 **REYNOLDS** TRIAD 102° INTL 500ก Ф₃₀₀₀ T51) (16) 102°. R-282 (25)**TRAKS** N36°08.10′ - W80°41.26′ **KHAOS** TURBOJET VERTICAL NAVIGATION N35°43.98' PLANNING INFORMATION GREENSBORO W81° 22.24 Expect clearance to cross at 116.2 GSO <u>...</u> 11000'/250K Chan 109 N36°02.74 W79°58.58' MURKY N35° 18.82′ - W81° 42.34′ **URBOJET VERTICAL NAVIGATION** PLANNING INFORMATION Expect clearance to cross at FL240 SPARTANBURG 115.7 SPA Chan 104 NOTE: DME Required. N35°02.02′ - W81°55.62′ L-24-25, H-9-12 NOTE: Chart not to scale. GLADE SPRING TRANSITION (GZG.BROOK2): From over GZG VOR/DME via GZG R-129 to BROOK INT. Thence. . . .

SE-2, 17 DEC 2009 to 14 JAN 2010

SPARTANBURG TRANSITION (SPA.BROOK2): From over SPA VORTAC via SPA R-035 to BROOK INT. Thence. . . .

. . . . From over BROOK INT via GSO R-282 to GSO VORTAC. Expect radar vectors to final approach course.

07298 ST-178 (FAA) HENBY TWO ARRIVAL (HENBY.HENBY2)

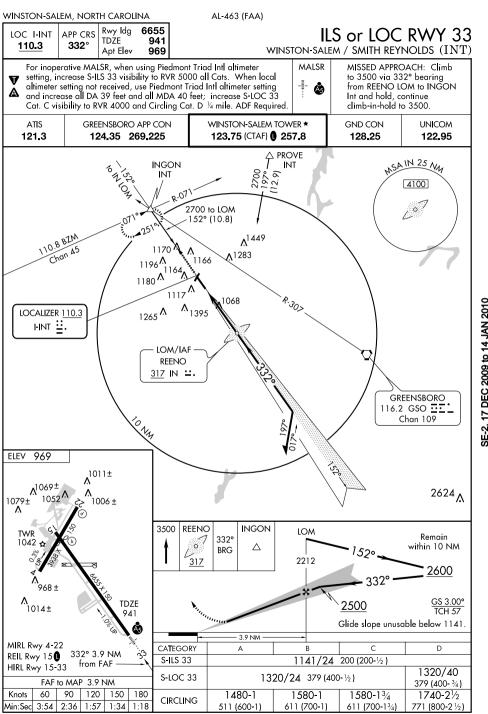
GREENSBORO, NORTH CAROLINA

GREENSBORO ATIS 128.55 LYNCHBURG WINSTON-SALEM ATIS 109.2 LYH ::: 121.3 Chan 29 GREENSBORO APP CON N37°15.28′ - W79°14.19′ 124.35 269.225 (250°-049°) L-26-36, H-10-12 118.5 327.075 (050°-249°) ROANOKE 109.4 ROA : Chan 31 N37°20.61′ - W80°04.23′ 5600 5600 -181 (37) L-26, H-10-12 11 NM **HENBY** N36°43.17′ - W80°01.49′ Turbojets expect clearance to cross at 12,000'. PIEDMONT **SMITH** REYNOLDS TRIAD INTL **GREENSBORO** 116.2 GSO ... NOTE: DME Required. Chan 109 N36°02.74′ - W79°58.58′ NOTE: Chart not to scale.

LYNCHBURG TRANSITION (LYH.HENBY2): From over LYH VORTAC via LYH R-235 to HENBY INT. Thence. . . .

ROANOKE TRANSITION (ROA.HENBY2): From over ROA VORTAC via ROA R-181 to HENBY INT. Thence. . . .

.From over HENBY INT via GSO R-360 to GSO VORTAC. Expect radar vectors to final approach course.



(QUAK3.QUAK) 09295 WINSTON-SALEM/SMITH REYNOLDS (INT) QUAKER THREE DEPARTURE WINSTON-SALEM, NORTH CAROLINA ATIS 121.3 GND CON 128.25 LYNCHBURG WINSTON-SALEM TOWER★ 109.2 LYH :-: RICHMOND 123.75 257.8 Chan 29 114.1 RIC :-GREENSBORO DEP CON N37°15.28′ - W79°14.19′ Chan 88 124.35 269.225 L-26-36, H-10-12 L-34-36, H-10-12 SOUTH BOSTON 110.4 SBV ∷:<u>··</u> Chan 41 N36°40.50′ - W79°00.87 ROANOKE L-26-36, H-12 109.4 ROA 🞞 Chan 31 N37°20.61′ W80°04.23' CREWE L-26, H-10-12 N37°01.38' W78°13.06′ NOTE: CREWE TRANSITION requires DME. **JEANY** NOTE: Chart not to scale. TAKEOFF MINIMUMS: N36° 24.33′ RWYS 4, 15, 33, STANDARD. NOTE: RADAR REQUIRED W79° 20.27 RWY 22, 500-23/4 or STANDARD with R.058 minimum climb of 330' per NM to 1600. GREENSBORO 116.2 GSO **...** RALEIGH-DURHAM Chan 109 117.2 RDU :---N36°02.74′ - W79°58.58 N35°52.35′ - W78°47.00′ L-36, H-9-12 DEPARTURE ROUTE DESCRIPTION TAKEOFF RWY 4: Climb heading 038°. Thence.... TAKEOFF RWY 15: Climb heading 152°. Thence.... TAKEOFF RWY 22: Climb heading 218°. Thence.... TAKEOFF RWY 33: Climb heading 332°. Thence.... TURBOJETS: Maintain 4000. TURBOPROP/PROP: Maintain 2500 or assigned altitude.

SE-2, 17 DEC 2009 to 14, IAN 2010

SL-463 (FAA)

. . . Expect vector to intercept assigned radial associated with issued transition. Proceed via the depicted radial to the transition fix then as filed. If no transition assigned, expect vector to appropriate fix. Expect filed altitude/flight level ten minutes after departure.

(QUAK3.QUAK) 09295 WINSTON-SALEM/SMITH REYNOLDS (INT)
QUAKER THREE DEPARTURE SL-463 (FAA) WINSTON-SALEM, NORTH CAROLINA

DEPARTURE ROUTE DESCRIPTION (CONTINUED)

RICHMOND TRANSITION (QUAK3.RIC): From over GSO VORTAC via GSO R-058 to

JEANY INT then via GSO R-058 and RIC R-246 to CREWE DME fix. Then via RIC

R-246 to RIC VORTAC.

LYNCHBURG TRANSITION (QUAK3.LYH): From over GSO VORTAC via GSO R-058 to JEANY INT then via LYH R-191 to LYH VORTAC.

RALEIGH-DURHAM TRANSITION (QUAK3.RDU): From over GSO VORTAC via GSO R-0.58 to JEANY INT then via RDU R-324 to RDU VORTAC.

ROANOKE TRANSITION (QUAK3.ROA): From over GSO VORTAC via GSO R-058 to

JEANY INT then via ROA R-152 to ROA VORTAC.
SOUTH BOSTON TRANSITION (QUAK3.SBV): From over GSO VORTAC via GSO R-058

TAKEOFF OBSTACLE NOTES:

RWY 4: Multiple trees beginning 1,014' from DER, 159' left of centerline,

to JEANY INT then via SBV R-229 to SBV VORTAC.

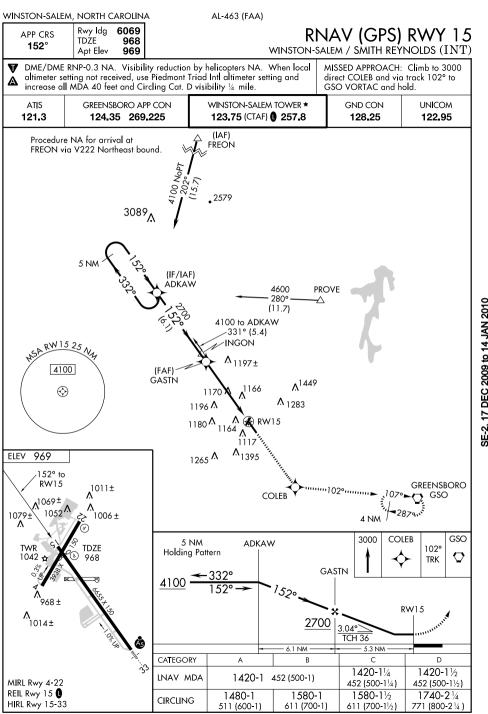
up to 92' AGL/1,041' MSL. Multiple trees beginning 2' from DER, 195' right of centerline, up to 62' AGL/1,051' MSL. RWY 15: Bush and multiple trees beginning 109' from DER, 237' left

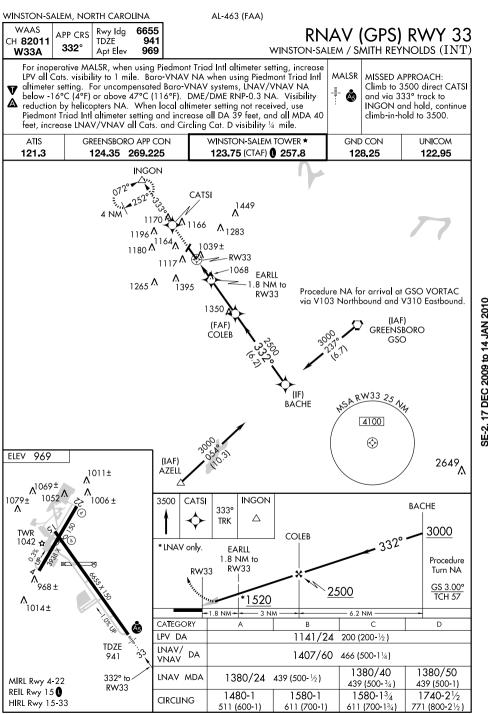
of centerline, up to 81' AGL/960' MSL. Multiple trees beginning 123' from DER, 433' right of centerline, up to 66' AGL/945' MSI

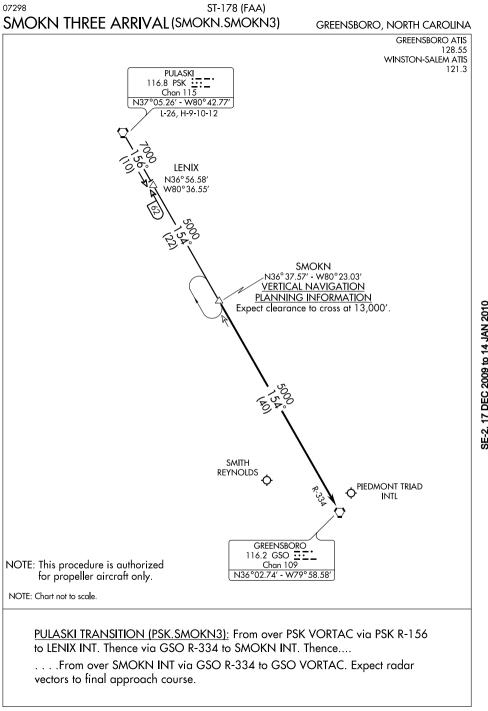
RWY 22: Multiple trees beginning 376' from DER, 136' left of centerline, up to 65' AGL/1,014' MSL. Antenna 4,538' from DER, 1,044' left of centerline, 189' AGL/1,138' MSL. Tower 2.1 NM from DER, 2,784' left of centerline, 468' AGL/1,395' MSL. Antenna on building 2.3 NM from DER, 3,230' left of centerline, 460' AGL/1,376' MSL.

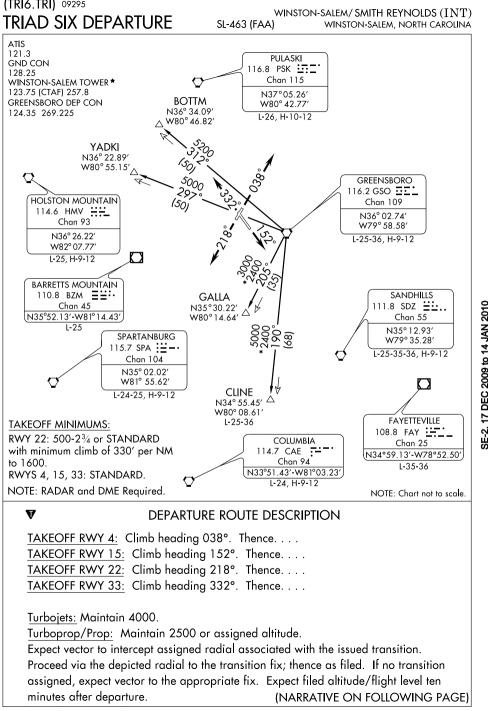
RWY 33: Floodlight, multiple hangars, poles, and trees beginning 230' from DER, 41' left of centerline, up to 74' AGL/1,083' MSL. Pole, windsock, multiple buildings and trees beginning 13' from DER, 141' right of centerline, up to 85' AGL/1,084' MSL.

SE-2, 17 DEC 2009 to 14, IAN 2010









(TRI6.TRI) 09295 WINSTON-SALEM/SMITH REYNOLDS (TNT) TRIAD SIX DEPARTURE WINSTON-SALEM, NORTH CAROLINA SL-463 (FAA)

SE-2, 17 DEC 2009 to 14 JAN 2010

BOTTM TRANSITION (TRI6.BOTTM): From over GSO VORTAC via GSO R-312 to BOTTM. CLINE TRANSITION (TRI6.CLINE): From over GSO VORTAC via GSO R-190 to CLINE.

GALLA TRANSITION (TRI6.GALLA): From over GSO VORTAC via GSO R-205 to GALLA.

YADKI TRANSITION (TRI6.YADKI): From over GSO VORTAC via GSO R-297 to YADKI.

RWY 4: Multiple trees beginning 1,014' from DER, 159' left of centerline,

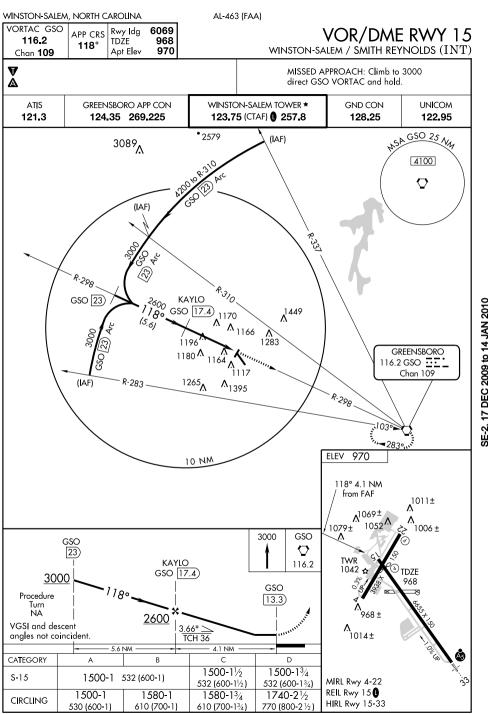
TAKEOFF OBSTACLE NOTES:

up to 92' AGL/1,041' MSL. Multiple trees beginning 2' from DER, 195' right of centerline, up to 62' AGL/1,051' MSL. RWY 15: Bush and multiple trees beginning 109' from DER, 237' left

of centerline, up to 81' AGL/960' MSL. Multiple trees beginning 123' from DER, 433' right of centerline, up to 66' AGL/ 945' MSL.

RWY 22: Multiple trees beginning 376' from DER, 136' left of centerline, up to 65' AGL/1,014' MSL. Antenna 4,538' from DER, 1,044' left of centerline, 189' AGL/1,138' MSL. Tower 2.1 NM from DER, 2,784' left of centerline, 468' AGL/1,395' MSL. Antenna on building 2.3 NM from DER, 3,230' left of centerline, 460' AGL/ 1,376' MSL.

RWY 33: Floodlight, multiple hangars, poles, and trees beginning 230' from DER, 41' left of centerline, up to 74' AGL/1,083' MSL. Pole, windsock, multiple buildings and trees beginning 13' from DER, 141' right of centerline, up to 85' AGL/1,084' MSL.



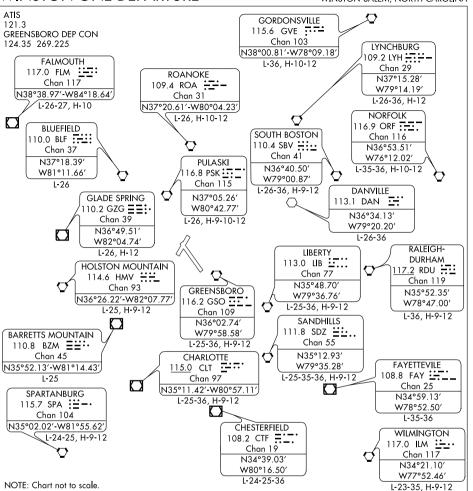
09015

SL-463 (FAA)

WINSTON-SALEM/SMITH REYNOLDS (TNT)

WINSTON-SALEM, NORTH CAROLINA

WINSTON ONE DEPARTURE



V

DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed.

TURBOJETS: Fly runway heading or heading assigned by tower, maintain 5000 feet or assigned altitude. Thence....

PROPELLER AIRCRAFT: Fly runway heading or heading assigned by tower, maintain assigned altitude. Thence....

....Expect vectors to join filed route. Expect filed altitude 10 minutes after departure.